NORTHEAST REGIONAL POLICY PLAN

April 2006

THE CITY OF
CALGARY
PLANNING, DEVELOPMENT
& ASSESSMENT

PART 1

NORTHEAST REGIONAL POLICY PLAN

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NORTHEAST REGIONAL POLICY PLAN

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PREFACE

The Northeast Regional Policy Plan area (the "Plan") comprises approximately 1,814 hectares (4,482 acres) of land within the northeast sector of Calgary. The area is bounded to the north by the Transportation and Utility Corridor (TUC) containing the future Stoney Trail NE extension, to the west by Barlow Trail NE and 36th Street NE, to the east by the TUC containing the future East Freeway, and to the south by the future extension of Airport Trail NE. The majority of the Plan area is currently undeveloped and is expected to serve as both a residential and industrial growth corridor for the northeast sector of the city. Based on anticipated residential densities, the residential area is projected to accommodate approximately 50,000 people. Based upon anticipated employment densities, the industrial area will generate approximately 16,000 jobs.

The detailed planning for the area will occur through a series of Area Structure Plans (ASP) that will be prepared on a community-by-community basis. In order to co-ordinate this planning, a comprehensive policy framework is necessary and will be provided through this Northeast Regional Policy Plan. The Plan addresses the sequencing of the ASP's to be prepared within the Plan area and identifies regional-level land use, transportation and environmental components that need to be considered comprehensively with the preparation of each subsequent ASP.

1.0 INTRODUCTION

1.1 Purpose of the Plan

The *Northeast Regional Policy Plan* (the "Plan") has three main purposes. Firstly, the Plan reaffirms the City's broad land use pattern for the Plan area, as conveyed within the *Municipal Development Plan (The Calgary Plan)*, by accommodating predominantly residential and industrial development in the area as well as recognizing the importance of the area's natural features. Secondly, the Plan establishes a process that addresses the sequencing of preparation of Area Structure Plans (ASP's) within the area to ensure urban growth proceeds logically and efficiently. Finally, the Plan identifies the key land use, transportation and environmental components that need to be dealt with in a co-ordinated manner as detailed planning proceeds through the ASP preparation process.

1.2 Composition of the Plan

In order to accomplish this purpose, the Plan contains the following:

- a vision and goals that describe the future form the area will take while creating a benchmark to measure the success of the Plan overtime;

- a planning areas map that defines the areas that will be the subject of future Area Structure Plans, together with policies that address the timing and composition of these plans;

- a land use concept map that identifies regionally-significant land use and transportation components together with policy statements to ensure these components are addressed comprehensively through the preparation of each ASP.

1.3 Authority of the Plan

The Plan has been approved through a resolution of Council rather than by bylaw and represents a non-statutory planning document. Part 1 comprises the approved Plan. Part 2, Supporting Information, does not form part of the approved Plan but contains supporting information that is useful in understanding the Plan.

While the Plan is a non-statutory document, it is intended that, in practice, subsequent Area Structure Plans prepared within the Plan area will be consistent with the Plan.

1.4 Timeframe of the Plan

The Plan is future-oriented and depicts a broad land use and transportation pattern for the area. In this regard, no specific timeframe is applied to the Plan.

1.5 Interpretation of the Plan

1.5.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries, such as property lines or road and utility rights-of-way.

1.5.2 Policy Interpretation

The balance of the text accompanying a policy within the Plan is provided for information purposes only. Where a discrepancy exists between this text and a policy, the policy will take precedence.

Where "shall" is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within the policy such quantities or standards may be varied, provided that the variance is necessary to address unique circumstances that would otherwise render compliance impractical or impossible, and the general intent of the policy is still achieved.

Where "should" is used in a policy, the intent is that the policy is to be complied with. However, the policy may be varied in a specific situation provided that the variance is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, or an acceptable alternate means to achieve the general intent of the policy is introduced.

Where a policy requires the submission of studies, analysis or information, that requirement shall not be considered to be all inclusive, and the form and content of the studies, analysis or information required may be readdressed in any manner notwithstanding the provisions of the policy.

1.6 Amendment to the Plan

In order to make any change to the text or maps within the Plan, an amendment to the Plan will be required to be approved through a resolution of Council. Any amendment will require the holding of a non-statutory public hearing together with public notification carried out in accordance with procedures established by Council. Where an amendment to the Plan is requested, the applicant will be required to submit supporting information necessary to evaluate and justify the amendment.

Changes to the text or maps in Part 2, Supporting Information, will not require Council approval. Such changes will be made from time to time as determined necessary to ensure that the text and maps remain accurate.

1.7 Consistency of the Plan

Consistency between the Plan and other policy documents approved by Council, including, but not limited to, the Municipal Development Plan, the Calgary Transportation Plan and the Triple Bottom Line Policy will be achieved. Subsequent Areas Structure Plans prepared within the Plan area will refine the policies of other Council approved policy documents as determined appropriate to guide and direct the decisions on subsequent Outline Plan/Land Use Amendment applications.

1.8 Monitoring of the Plan

The policies of the Plan shall be monitored over time to ensure that they remain current and relevant. Where determined necessary, the policies shall be updated through the plan amendment process either generally or in response to a specific issue.

2.0 POLICY DIRECTION

2.1 Strategic Policies

Integral to the success of the Plan, and subsequent Area Structure Plans, is the application of the relevant strategic policies approved by Council. These policies are contained in key documents that include, but may not be limited to, the *Municipal Development Plan, Triple Bottom Line Policy Document, Sustainable Suburbs Study* and the *Transit Oriented Design Guidelines*. The recognition of the City-wide policy directives in these documents establishes a context for the Plan.

2.1.1 Municipal Development Plan

The *Municipal Development Plan* (MDP) is Calgary's pre-eminent land use and development plan. As such, it is a cornerstone of Calgary's long term sustainable development and growth strategy.

Some of the major objective of the MDP that are reflected in this Regional Policy Plan are:

- integrating social, economic and environmental objectives into a co-ordinated decision making process;
- recognizing the importance of ensuring that principles of sustainable development and environmental sensitivity are embodied in all planning decisions;
- protecting regional watersheds and environmentally significant areas;
- addressing the impacts of sour gas extraction on future urban development;
- providing opportunities for locating housing development closer to where jobs are located and to support alternative travel modes and shorter vehicle trips between home and work;
- accommodating a mix of compatible land uses in new residential suburbs within comfortable walking distance of each other.

2.1.2 Triple Bottom Line and Sustainable Development

The Triple Bottom Line (TBL) is an approach to decision making that addresses economic, environmental and social issues in a comprehensive and integrated manner. Calgary's *Triple Bottom Line Policy* directs that The City will use TBL to incorporate sustainable development principles and consider the environmental, social, economic and smart growth impacts in its planning decisions. As such, the goals of the Plan have been formulated to reflect these TBL and smart growth directives.

2.1.3 Sustainable Suburbs Study

The *Sustainable Suburbs Study* provides guidelines for creating communities that are characterised by fiscally, socially and environmentally sustainable development.

Exactly how these guidelines are incorporated into each individual community will need to be worked through the more detailed planning processes, including the ASP and Outline Plan. The major sustainable community elements to be considered in the Plan include:

- protecting natural areas;
- creating distinct community identities;
- including a mix of residential, public and commercial uses;
- locating community and local retail uses within walking distance of homes;
- providing a range of employment opportunities;
- introducing public transit systems that provide a viable option to the car, particularly for the journey to work;

2.1.4 Transit Oriented Development Guidelines

The extension of the Northeast LRT line into the Plan area provides the opportunity to integrate two LRT stations into ASP policies. While detail will be worked out at the individual ASP and/or Outline Plan stages, broad policy direction has been provided in the Plan with respect to the six objectives of the *Transit Oriented Development Guidelines*. These objectives listed below will be considered for lands lying within 600 metres of the two new LRT stations.

- ensuring transit supportive land uses;
- increasing density around transit stations;
- creating pedestrian-oriented design;
- making each station area a "place";
- managing parking, bus and vehicular traffic;
- planning in the context with local communities.

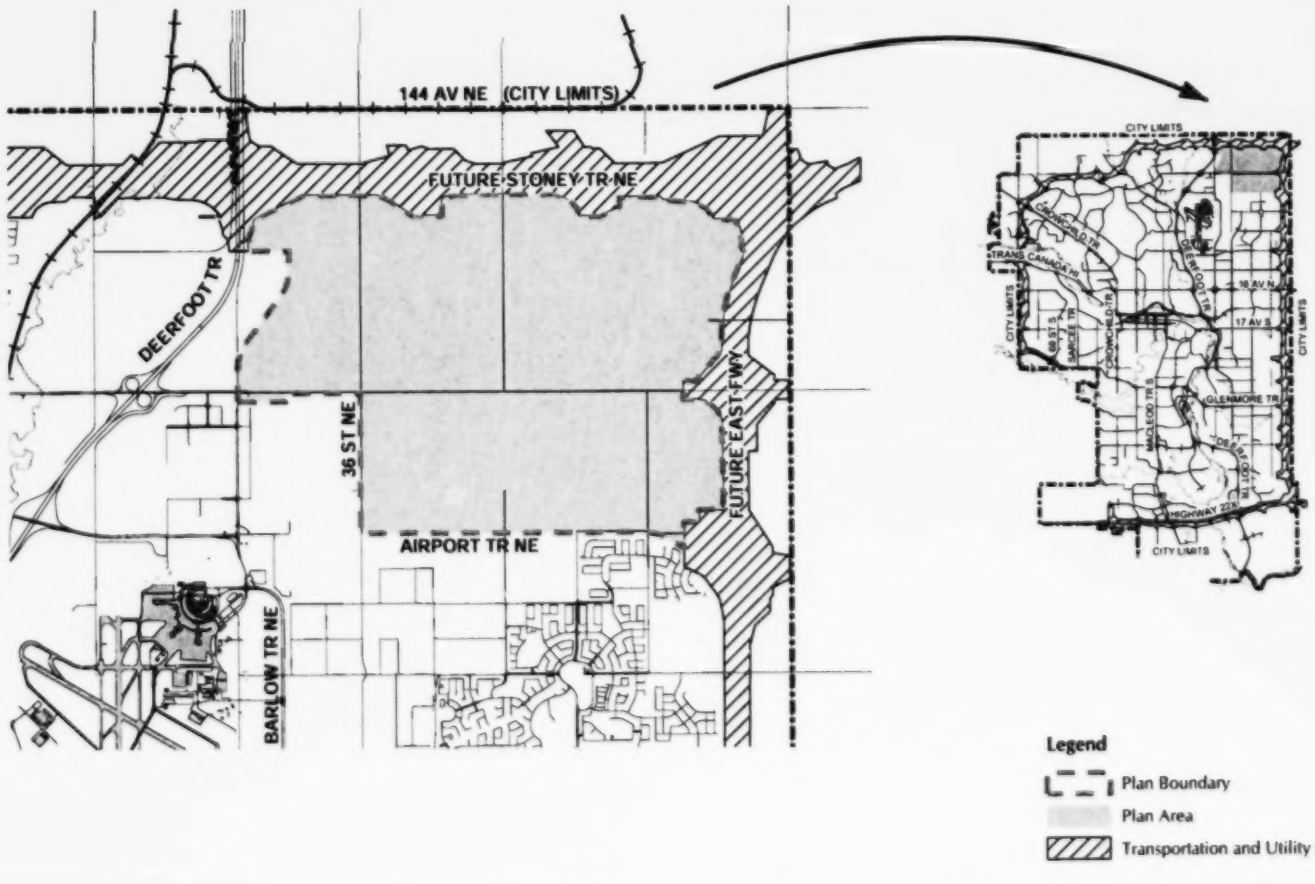
3.0 PLAN AREA

3.1 Application of the Plan

The Plan applies to those lands shown on the Plan Area map. The Plan area comprises approximately 1,814 hectares (4,482 acres) of land within the northeast sector of Calgary. The area is bounded to the north by the Transportation and Utility Corridor (TUC) containing the future Stoney Trail extension, to the west by Barlow Trail NE and 36th Street NE, to the east by the Transportation and Utility Corridor (TUC) containing the future East Freeway, and to the south by the future extension of Airport Trail.

3.2 Ownership Pattern

While there are a number of landowners in the Plan area, there is currently one single majority owner. Most of parcels are large in size with only a few parcels having been previously subdivided into agricultural or residential lots.



THE CITY OF CALGARY

Northeast Regional Policy Plan

Map 1

Plan Area

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4.0 VISION AND GOALS

4.1 Vision of the Future

The Northeast Regional Policy Plan area, approaching full development, contains two residential communities, comprised of six pedestrian oriented neighbourhoods, a successful Core Centre which functions as the social and commercial heart to the residential area, and an integrated and connected industrial and gateway commercial areas.

The area is well-served by the regional road network – Stoney Trail, the East Freeway, Airport Trail, 36th Street, 44th Street Expressway, 60th Street, 128th Avenue and Country Hills Boulevard– which provide direct connections to the city centre and other destinations. In addition, internal major roads intersect the area creating efficient access to and from the residential area, the Core Centre and the industrial and gateway commercial areas.

Extending from the southern boundary of the Plan area is the extension of the Light Rail Transit (LRT) line. The LRT service will be extended to a station located within the Core Centre, providing convenient service to the residential area. Additionally, a second LRT station may be built further to the north, depending on the future extension of the LRT line beyond the Plan area. The station(s) and the park and ride facilities are connected with transit feeder bus routes that will serve the Residential areas, the Core Centre, Comprehensive Planning Area, and Industrial and Gateway Commercial Centres .

The residential neighbourhoods are diverse containing a variety of housing types that serve varying income groups and lifestyles. The residential area contains an internal road network linked to schools, neighbourhood nodes, parks, local commercial centres and other neighbourhood amenities.

The Core Centre is the locational and functional heart of the residential area. The Core Centre is anchored by an LRT station, community facilities including a recreation centre, library, and a main street retail area integrated with multi-family housing. Within the broader Comprehensive Planning Area is a range of retail and commercial uses, multi-family housing, a public senior high school facility and other community and institutional facilities. The Core Centre is linked to surrounding residential areas by pedestrian and transit connections. The Core Centre provides residents with the opportunity to provide for their daily retail needs, recreation opportunities and community functions within close proximity to their neighbourhood. The range of uses and opportunities within the

Core Centre provides people with the opportunity to access services and community facilities closer to where they live and this, in turn, reduces commuter trips and alleviates congestion city-wide.

To augment the Core Centre, and local and community commercial areas, two larger Gateway Commercial Centres have developed within the industrial area, on the west side of the Plan area. These Centres are located at the edge of the communities along main roads with efficient access and good visibility.

The Northeast Regional Policy Plan area contains the greatest concentration of natural wetlands within the City of Calgary. Wetlands have been conserved and integrated into the overall design and development of the Plan areas, including both the residential and industrial areas. The natural wetlands, along with the associated upland grassland habitat, combine to create larger ecological systems, unique to the Plan area. A focal point for these natural features has been established, conserving the largest wetland areas and grassland habitats, which provides for a unique, regional scale natural area in this quadrant of Calgary.

An extensive regional pathway system provides direct connections through the residential areas to the Core Centre, Comprehensive Planning Area, natural areas, parks, transit nodes and the major educational and recreational facilities.

One senior high school, a recreation centre, regional athletic field site and a regional natural area are located within the Northeast Regional Policy Plan, accommodating the educational and recreational demands of the area.

Overall, the Northeast Regional Policy Plan area forms a well-conceived, complete living and working environment, containing natural features and integration of services and amenities not found in other areas of the city. Residents are able to meet their needs closer to home creating a strong sense of community and contributing to the vitality of the area as a whole.

The Northeast Regional Policy Plan area provides the opportunity for residents to live, work and play in their community, ultimately leading to a stronger sense of place.

4.2 Goals

- **Residential Communities**
  To provide for comprehensively planned sustainable, cohesive, walkable and complete residential communities within the Plan area.

- **Industrial Development**
  To provide for successful business and industrial development which includes an appropriate supply of land for a variety of industrial uses with good access to the regional road network and within proximity to an employee base.

- **Core Centre**
  To provide direction for the comprehensive development of a Core Centre. The Core Centre will be a mixed-use, pedestrian focussed, and transit oriented multi-purpose Centre to serve the residential community and which incorporates a main street retail area, additional retail and commercial uses, higher density residential development and transit orientation into its design and function, along with recreational, community and institutional uses.

- **Gateway Commercial Centre**
  To provide direction for the comprehensive development of Gateway Commercial Centres, located within the Industrial area of the Plan, which provide for a predominantly regional oriented retail focus which do not compromise, compete or detract from the function of the Core Centre.

- **Wetland Protection**
  To provide for the protection and long term viability of significant natural wetlands, and associated upland grassland habitat within the area following urban development.

- **Commercial Vitality**
  To provide for vital, attractive and walkable commercial facilities that meet the retail and service needs of regional and local markets.

- **Road Network**
  To create a convenient and efficient road network that serves the Plan area while balancing the needs of motorists, pedestrians and cyclists equally.

- **Transit Service**
  To provide bus service that meets the local travel needs of the residential and employment base as well as providing LRT connections, and associated LRT stations, providing service to areas beyond the Plan area.

- **Educational Sites**
  To provide for high school sites to meet the educational needs of the area.

- **Operations Work Place Centre**
  To provide for a City Operations Work Place Centre site to provide for storage of City vehicles, equipment and supplies.

- **Library**
  To provide a Calgary Public Library facility site to meet the library service needs of the area.

- **Recreational Facilities**
  To provide for recreational facilities, including a recreation centre and regional athletic park, to serve the diverse active and passive recreational needs of the area and surrounding communities.

- **Emergency Services**
  To provide for fire, police and ambulance facilities to meet the emergency service demands of the area.

5.0 FUTURE PLANNING AREAS

5.1 Definition of Planning Areas

The Plan area is comprised of several future ASP planning areas, defined by the regional road network (freeways, expressways and major roads) and Noise Exposure Forecast setbacks from Calgary International Airport. These areas are shown on the Planning Areas Map (Map 2) and include the Residential ASP areas 'A' and 'B' and Industrial ASP area 'C' It is noted that the letters are applied to each cell for reference purposes only and do not necessarily imply a planning sequence for the Plan area.

5.2 Description of Planning Areas

A general description of the function, size and population of each of the future ASP planning area is provided in Part 2, Supporting Information. Policies relating to the timing and composition of Area Structure Plans to be prepared within the planning areas are contained in the next section.

6.0 AREA STRUCTURE PLAN PROCESS

6.1 Application of Area Structure Plans

6.1.1 Overview

Each of the future planning areas shown on the Planning Areas Map (Map 2) will be the subject of more detailed planning in the form of an Area Structure Plan (ASP) prepared in accordance with the requirements of the Municipal Government Act. Until such time as an ASP is approved for a future planning area, a Land Use Amendment application, Outline Plan application, Subdivision application or Development Permit application submitted within the future planning area will be considered premature. Exceptions to this may be made for low-intensity or temporary uses that will not compromise future urban growth.

6.1.2 Policies

(1) Plan Preparation

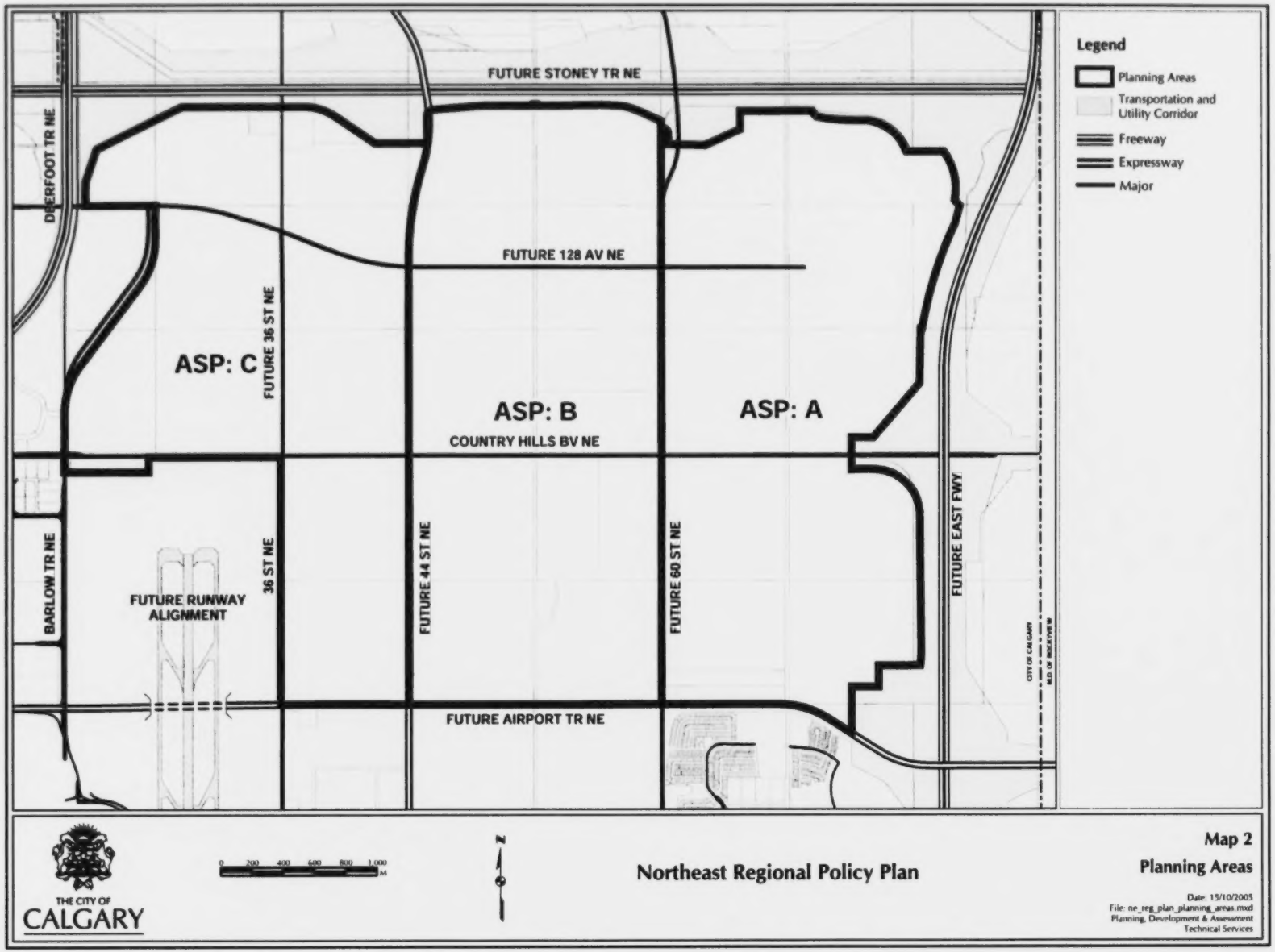
(a) Each of the future planning areas, as shown on the Planning Areas map, shall be subject to the preparation of an Area Structure Plan (ASP).

(b) An ASP may apply to one or more future planning areas.

(2) Premature Development

(a) Until such time as an ASP has been adopted for a future planning area, approval of a Land Use Amendment application, Outline Plan application, Subdivision application or Development Permit application shall not be granted on lands within the future planning area on the basis that the approval will be premature unless it is determined that a proposed development is of beneficial and strategic value to the City and does not in any way compromise future urban development.

(b) Notwithstanding subsection (2)(a), a site specific Subdivision or Development Permit application to facilitate an adjustment to ownership boundaries, accommodate an agricultural related use or a temporary non-agricultural use, may be allowed prior to the approval of an ASP where it is determined that the proposal would not in anyway compromise future planning or urban growth within the area.


FUTURE STONEY TR NE
DEERFOOT TR NE
FUTURE 128 AV NE
FUTURE 36 ST NE
ASP: C
ASP: B
ASP: A
COUNTRY HILLS BV NE
BARLOW TR NE
36 ST NE
FUTURE 44 ST NE
FUTURE 60 ST NE
FUTURE EAST FWY
FUTURE RUNWAY ALIGNMENT
FUTURE AIRPORT TR NE
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Planning Areas
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6.2 Timing of Area Structure Plans

6.2.1 Overview

The sequence of Area Structure Plan preparation within the Northeast Regional Policy Plan Area will determine the pattern of urban growth through subsequent Land Use, Outline Plan, Subdivision and Development Permit Approval processes. As such, it is important that the timing of an ASP preparation involve a consideration of such factors as land supply and servicing efficiency, as well as other strategic objectives of the City. Since an ASP is considered to be the primary mechanism for controlling the location and extent of new suburban growth in the city, a comprehensive evaluation of the timing of each ASP preparation will need to be carried out in accordance with the criteria and process established by Council.

6.2.2 Policies

(1) Timing of Plan Preparation

(a) The timing of an ASP preparation shall be determined by Council in accordance with established criteria, which include, but are not limited to,

(i) planned land supply,

(ii) efficient utility servicing,

(iii) suitable transportation capacity

(iv) strategic planning, and

(v) landowner interests.

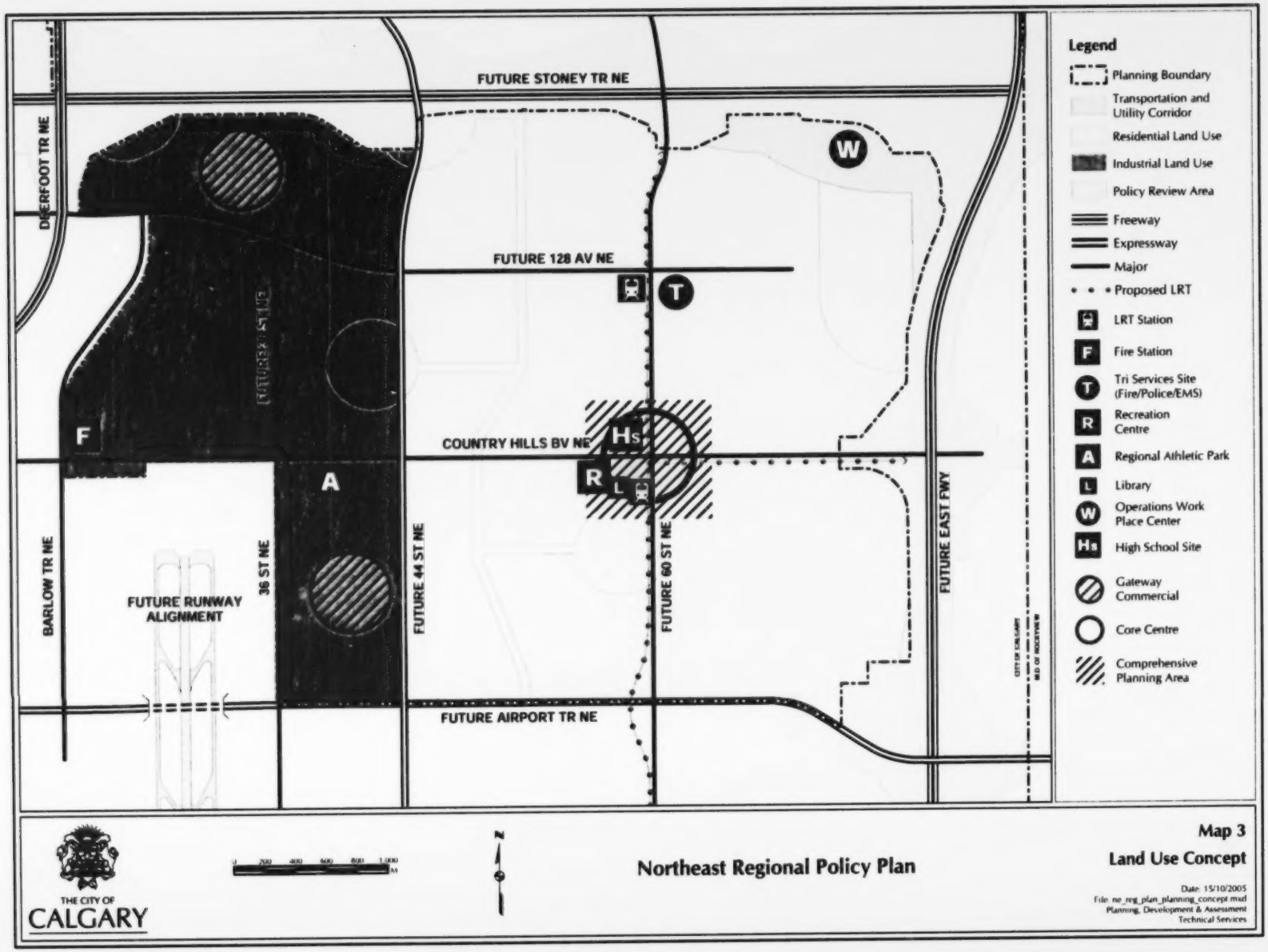
7.0 LAND USE CONCEPT

7.1 Land Use Concept Map

The Land Use Concept for the Plan area is shown on the Land Use Concept Map (Map 3). This concept consists of a series of areas and symbols that define a broad future land use pattern for the Plan area. Sections 6.0 8.0, 9.0 and 10.0 of the Plan contain policies that apply to these areas and symbols as shown on the Land Use Concept Map.

7.2 Amending the Map

It is intended that as part of the preparation for each ASP, the location of the various land use, transportation or other components shown on the Land Use Concept Map may be re-evaluated. The re-evaluation process may, in turn, result in revisions to the map in order to ensure that the map and a subsequent ASP remain consistent.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COUNTRY HILLS BV NE
FUTURE 44 ST NE
FUTURE 60 ST NE
FUTURE EAST FWY
BARLOW TR NE
36 ST NE
FUTURE RUNWAY ALIGNMENT
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Transportation and Utility Corridor
Residential Land Use
Industrial Land Use
Policy Review Area
Freeway
Expressway
Major
Proposed LRT
LRT Station
Fire Station
Tri Services Site (Fire/Police/EMS)
Recreation Centre
Regional Athletic Park
Library
Operations Work Place Center
High School Site
Gateway Commercial
Core Centre
Comprehensive Planning Area
THE CITY OF CALGARY
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Northeast Regional Policy Plan
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Land Use Concept
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8.0 TRANSPORTATION NETWORK

8.1 Regional Road Network

8.1.1 Purpose

The purpose of the regional road network, as shown on the Land Use Concept Map, is to define the alignment of the major roads and expressways that serve the Plan area. These roads include Stoney Trail NE, the East Freeway, Airport Trail NE (96th Avenue NE), 36th Street NE, 44th Street NE, 60th Street NE, 128th Avenue NE and Country Hills Boulevard NE. The alignment of these roads determines the boundaries, size and population/employment base of planning cells within the Plan area. Each of the required roads will be comprehensively reviewed with respect to its alignment and function through the ASP preparation process.

8.1.2 Policies

(1) Regional Road Network

The alignment and function of the roads comprising the regional road network, as shown on the Land Use Concept Map, shall be comprehensively reviewed with the preparation of each ASP within the Plan area.

(2) Entranceway Roads

As determined appropriate, an ASP should address the interface and character of key entranceway roads.

8.2 Internal Road Network

8.2.1 Purpose

The purpose of the internal road network is to define the roads within a planning cell. The alignment of these roads is not shown on the Land Use Concept map but rather it will be determined through the ASP preparation process. A transportation analysis will be required to be prepared as part of this process.

8.2.2 Policies

Internal Road Network

The alignment of the road network within a planning cell shall be determined during the ASP preparation process through the submission of a transportation analysis.

8.3 Transit Service

8.3.1 Purpose

Public transit service will be developed to meet the needs of the Plan area as it develops. Initially, feeder bus services will provide for travel between residential, commercial, industrial, business and institutional uses with connections to the nearest station on the Northeast LRT line to the south. Additionally, bus service will be developed to connect the Plan area with Calgary International Airport and other key land uses to the west including the North Calgary corridor. At the ASP preparation stage the collector road network and alignment will be determined and designed to facilitate bus service. Ultimately, the Northeast LRT line will be extended to the Plan area as community development occurs and funding becomes available. The LRT line will extend north from the Saddle Ridge Town Centre along the west side of 60th Street NE and include an LRT station in the Plan area, within the Core Centre. LRT service may continue north of the Core Centre, with a potential LRT station in the vicinity of 128th Avenue NE and 60th Street NE. Potential LRT service options will also be retained for the options of continuing LRT service north of the Plan area into the industrial sector of the City, or travelling east, along Country Hills Boulevard NE to serve lands located east of the future East Freeway. The exact alignment of the LRT line will subject to a functional design study and will be refined in further detail through the ASP preparation process.

8.3.2 Policies

Light Rail Transit Alignment

The alignment of the LRT line, and associated station(s), park and ride facilities, as shown on the Land Use Concept Map, shall be refined through the ASP preparation process. The LRT line and facilities will ultimately require a functional design study to determine the final alignment.

8.4 Regional Pathway System

8.4.1 Purpose

A regional pathway system will extend throughout the Plan area, connected to adjacent development bordering the Plan area, while providing convenient connections through the Plan area including to the Core Centre, recreational/athletic sites, LRT faculties, educational and community facilities and residential communities. The alignment of the regional pathway will be determined through the ASP preparation process.

8.4.2 Policies

(1) Regional Pathway Alignment

(a) The regional pathway system shall extend throughout the Plan area

(i) creating connections within the residential area of the Plan and to adjoining communities, and

(ii) providing connections to the Core Centre, recreational sites, educational facilities, future community facilities and residential communities within the Plan area.

(b) The conceptual alignment of the regional pathway system shall be determined through the ASP preparation process.

9.0 LAND USE AREAS

9.1 Residential Area

9.1.1 Purpose

The purpose for the Residential Area is to provide for a range of residential development densities and forms with residential development being the predominant land use within this area. In addition, compatible and complementary institutional, recreational and commercial uses may also be allowed in this area. The area will accommodate approximately 50,000 people, or approximately 17,000 dwelling units, as established by current Council density and development policies. Density ranges will be identified within each ASP and will reflect the current Council policy directives at the time of adoption of each individual ASP. Additionally, the more detailed layout of the residential land use area will be further refined during both the Area Structure Plan and Outline Plan/Land Use Amendment processes.

9.1.2 Policies

(1) Composition of Residential Area

(a) The predominant use of land within the Residential Area shall be residential uses.

(b) In addition, recreational uses, institutional uses, local commercial uses, public uses, educational uses and similar and accessory uses shall be allowed where they are deemed to be compatible and complementary to residential development.

(2) Density

Each Area Structure Plan shall address the minimum residential development density to be achieved within a community.

(3) Housing Diversity

A diversity of housing types and forms shall be accommodated within each community.

9.2 Industrial Area

9.2.1 Purpose

The purpose for the Industrial Area is to provide for a range of fully serviced light industrial and office uses. In addition, institutional, local commercial, recreational and other land uses considered to be compatible and appropriate may also be allowed in this area. The layout and design of the Industrial Area will be further refined during both the Area Structure Plan and Outline Plan/Land Use Amendment processes.

9.2.2 Policies

(1) Composition of the Industrial Area

(a) The predominant use of land within the Industrial Area shall be light industrial uses.

(b) In addition, medium industrial uses, commercial uses, office uses, institutional uses and recreational uses shall be allowed within the Industrial Area where determined to be compatible with and complementary to light industrial development.

(2) Development of Industrial Area

(a) The general categories of uses shall be identified through the Area Structure Plan process.

(b) The layout and design of the Industrial Area will be identified through the Area Structure Plan process.

9.3 Policy Review Area

9.3.1 Purpose

The purpose for the Policy Review Area is to identify that area within the northeastern portion of the Plan area which is adjacent to, or near, sour gas setbacks from sour gas wells, pipelines or processing plants. This area is subject to public safety setbacks as required by the Alberta Energy and Utilities Board. Specific land uses, and a road network pattern within the Policy Review Area will be determined as part of the Area Structure Plan preparation process.

9.3.2 Policies

The land use pattern and road network for the Policy Review Area shall be determined through the Area Structure Plan preparation process.

10.0 COMMERCIAL CENTRES

10.1 Gateway Commercial

10.1.1 Purpose

Gateway Commercial Centres within the Plan area are identified on the Land Use Concept map. Gateway Commercial land use is intended to serve the retail needs of Plan area residents, providing predominantly large format retail services within the Industrial area. Gateway Commercial Centres will generally be located along roads providing suitable access, exposure and generating high volumes of traffic. The potential Gateway Commercial Centre locations identified are approximate only with the more detailed location, scale and size requirements to be addressed through the Area Structure Plan, and/or subsequent Outline Plan/Land Use Amendment stage, and may require preparation of an updated market demand analysis for the NE Regional Policy Plan Area.

10.1.2 Policies

(1) Location of the Gateway Commercial Centres

The Gateway Commercial Centre(s) should be distributed through the Plan area, as determined appropriate, to serve the regional retail and commercial needs, as generally identified on the Land Use Concept map, on the west side of 44th St. NE.

(2) Composition of the Gateway Commercial Centres

(a) The Gateway Commercial function and design shall be distinct and separate from the Core Centre and will be comprised of:

(i) predominantly automobile oriented, large format commercial uses, and

(ii) business related uses that complement the commercial function of the site, and

(iii) light industrial uses.

(b) The scale and location of commercial development within the Gateway Commercial Centre(s) shall be determined

(i) as part of the ASP preparation stage, and/or Outline Plan Land Use Amendment application stage, through an analysis of market, transportation and planning factors,

(ii) in accordance with Section 9.0, Commercial Development, Part 2, Supporting Information, and

(iii) The design and layout of development within the Gateway Commercial Centre(s) shall incorporate the requirements of the Transit Oriented Design Guidelines.

10.2 Core Centre

10.2.1 Purpose

The Core Centre should be situated as identified on the Land Use Concept map. The Core Centre is located within the Comprehensive Planning Area and this Centre will provide for the daily shopping needs of Plan area residents through a main street commercial area, and medium and smaller format commercial uses as deemed compatible and appropriate. The Core Centre is a component of the Comprehensive Planning Area and will function as a community hub for the *Northeast Regional Policy Plan* area through the inclusion of a variety of uses including higher density residential development, an LRT station, and public and community facilities including a recreation centre, library and senior high school. Additionally, the Core Centre will be connected to surrounding residential areas through regional pathways and walkways and its design and layout shall be in accordance with the Transit Oriented Design Guidelines.

10.2.2 Policies

(1) Location of the Core Centre

The Core Centre should be located generally as identified on the Land Use Concept Map and include

(a) The majority of the commercial development should be located within the southwest quadrant of the area, on the southwest corner of Country Hills Boulevard NE and 60th Street NE, and include

(i) a main street commercial area, located near the future LRT station, with predominantly medium and smaller format commercial uses as deemed complimentary and appropriate, and

(ii) associated additional Core Commercial uses located on one (1) additional corner, the northeast corner of Country Hills Boulevard NE and 60th Street NE., where deemed complementary to and supportive of the development within the southwest quadrant, and

(b) complimentary community and institutional uses on the southwest corner of Country Hills Boulevard NE and 60th Street NE including an LRT station, recreation centre and library,

(c) higher density residential uses,

(d) a high school site, and complimentary community, institutional or residential uses on the northwest corner of Country Hills Boulevard NE and 60th Street NE., and

(e) complimentary community, institutional and residential uses on the southeast corner of Country Hills Boulevard NE and 60th Street NE

(2) Composition of the Core Centre

(a) The function and design of commercial uses within the Core Centre shall be clearly distinct and separate from the Gateway Commercial Centres and will be comprised of the following:

(i) a pedestrian oriented, compact design main street, approximately two (2) to three (3) city blocks in length,

(ii) higher density residential uses,

(iii) pedestrian oriented medium and small format commercial and retail uses, where deemed compatible and appropriate, based on compact design, and

(iv) office uses,

(v) transit stop(s), and

(vi) integration and/or pedestrian connections between all areas within the Core Centre, and the Comprehensive Planning Area, including commercial areas, the LRT station, regional pathway, transit facilities, public and institutional facilities, residential units and adjacent residential areas.

(b) The scale and location of development within the Core Centre shall be determined

(i) as part of the preparation of an Area Structure Plan through an analysis of market, transportation and planning factors, and

(ii) in accordance with the policies contained in Section 9.0, Commercial Development, Part 2, Supporting Information.

(c) The design and layout of development within the Core Centre shall incorporate the requirements of the Transit Oriented Design Guidelines.

10.3 Comprehensive Planning Area

10.3.1 Purpose

The Comprehensive Planning Area represents an area surrounding the Core Centre area that will require the preparation of an overall comprehensive Concept Plan as part of the approval process. The Concept Plan will need to address the land use pattern, road network, servicing system, open space allocation, design concepts and other matters considered necessary to ensure that the Core Centre area develops in a coordinated manner given the ownership and development complexities that exists. As such, the Area Structure Plan policy shall specifically require the submittal and approval of a detailed Concept Plan as a precondition to Outline Plan/Land Use amendment approval within the Comprehensive Planning Area.

10.3.2 Policies

(1) Delineation of the Comprehensive Planning Area

An Area Structure Plan should delineate a Comprehensive Development Area surrounding the Core Centre.

(2) Planning within the Comprehensive Planning Area

(a) The planning area is generally identified on the Land Use Concept Map.

(b) Within the Comprehensive Development Area, a comprehensive Concept Plan shall be submitted prior to approval of an Outline Plan/Land Use Amendment application.

(c) A Concept Plan shall

(i) Show the proposed

(a) land use design and pattern,

(b) internal road network,

(c) open space/regional pathway system,

(d) utility services,

(e) public transit routes,

(f) LRT station and park and ride, and

(ii) Contain such other information determined necessary to ensure that the Core Centre area develops in a co-ordinated manner among the different land ownership areas that exist.

11.0 REGIONAL FACILITIES

11.1 Senior High School

11.1.1 Purpose

The senior high school site will be located generally as shown on the Land Use Concept map and will a accommodate a public senior high school within the Plan area. The specific location of this site will be refined through the ASP preparation process and the site should be sized and designed to meet the needs of the Calgary Board of Education, and the City of Calgary Parks Department for recreational and/or athletic needs. Additionally, the high school site should be located in close proximity to transit service.

11.1.2 Policies

Provision of a Senior High School Site

One (1) senior high school site shall be provided within the Plan area to serve the needs of the Calgary Board of Education, and the City of Calgary Parks Department, as generally identified on the Land Use Concept Map, and be located within walking distance to the future LRT station.

11.2 Recreation Centre

11.2.1 Purpose

A recreation centre shall be provided, located generally as shown on the Land Use Concept map, to serve the major active and passive recreational needs of residents within the Plan area. The site should be in the order of 2.5 hectares in size and located within the Comprehensive Planning Area, within the vicinity of or close to the LRT station. The recreation centre may include partnerships to provide other public, institutional or complimentary uses within the complex.

11.2.2 Policies

(1) Provision of a Recreation Centre Site

(a) A recreation centre site of approximately 2.5 hectares in size shall be provided to serve the active recreational needs of the residents of the Plan area.

(b) The recreation centre site shall be located within reasonable walking distance, and include pedestrian connections, to both the planned LRT station and Core Centre.

(c) The recreation centre may include partnerships to provide for additional public, institutional or associated uses, where deemed compatible and appropriate, including, but not limited to

(i) library, and

(ii) educational institution, and

(iii) associated retail, commercial and/or office use.

(d) The recreation centre shall be sized and designed to meet recreational and operational requirements through the ASP preparation process.

11.3 Regional Athletic Park

11.3.1 Purpose

A regional athletic park, up to 8.0 hectares in size shall be provided within the Industrial area, located generally as shown on the Land Use Concept map. This park will provide for the active and passive recreational needs of residents within the Plan area and the City in general.

11.3.2 Policies

(1) Provision of Regional Athletic Park

(a) A regional athletic park site up to 8.0 hectares in size shall be required to serve the recreational needs of the Plan area and should be connected to the regional pathway system.

(b) The regional athletic park site may be located as identified conceptually on the Land Use Concept map, and should incorporate any surrounding natural features into its design where deemed compatible and appropriate.

(c) The determination of the specific location of the regional athletic park site, and its size and design, should be determined through the ASP preparation process.

11.4 Library

11.4.1 Purpose

A Calgary Public Library facility is required to provide service to residents of the Plan area. The community library facility is to be located within the Core Centre, likely in conjunction with the recreation centre, located generally as shown on the Land Use Concept map.

11.4.2 Policies

(1) Provision of a Calgary Public Library

(a) A Calgary Public Library community library facility should be provided, requiring approximately 0.4 hectares of land, to serve the needs of residents of the Plan area.

(b) The Calgary Public Library facility should be generally located as indicated on the Land Use Concept map, within the Core Centre and in close proximity to transit service, and should be sized and designed through the ASP preparation process.

11.5 Tri Services

11.5.1 Purpose

A Tri-Services site is required for the Plan area consisting of a multi-use site providing for a firehall, police services facility and ambulance facility. The general location of the Tri-Services site is indicated on the Land Use Concept map however the specific location of this site will be determined through the ASP preparation process.

11.5.2 Policies

(1) Provision of a Tri Services Site

(a) A Tri-Services site, providing fire, police and ambulance services and facilities, shall be located generally as shown on the Land Use Concept map, as determined necessary to meet the needs of the emergency service providers.

(b) The specific location and composition of the Tri-Services site and facilities shall be addressed through the ASP preparation process.

11.6 Light Rail Transit Station

11.6.1 Purpose

A future extension of the Northeast LRT line is planned to serve the Plan area. The LRT alignment will enter the Plan area at Airport Trail NE, along the 60th Street NE road right of way, and will include a southern LRT station to serve the Core Centre and a potential northern LRT station, near the intersection of 60th Street NE and 128th Avenue NE. Although this LRT line will not be constructed for many years, the alignment and station areas must reflect the technical requirements of LRT, and adjacent land uses will be designed to reflect this future service and incorporate the Transit Oriented Design Guidelines.

An LRT station will be located within, or within walking distance to the Core Centre, generally south of Country Hills Boulevard NE and west of 60th Street NE. This station will be a key component of the Core Centre, increase the attractiveness of transit service and provide a focal point within the Plan area for transit travel and pedestrian activity. The specific station location will reflect LRT design requirements and provide an effective interface with community roadways, public facilities, commercial and retail uses, adjacent residential uses and pedestrian facilities. A second LRT station, a neighbourhood station, may be constructed if the LRT line is extended north of the Plan area. This potential location for this LRT station would be near the intersection of 60th Street NE and 128 Avenue NE, providing service to the surrounding residential area and would incorporate higher density residential development within the immediate LRT station area, in accordance with the Transit Oriented Design Guidelines.

Prior to LRT construction, the future station site(s) will be served by local and limited stop bus services. Park and ride lots may be built at these locations, in advance of LRT service, to serve bus passengers and other community uses during off peak times. Transit-supportive land uses, and pedestrian connections to surrounding uses, will be clustered close to the future LRT stations to maximize the convenience and effectiveness of transit service.

11.6.2 Policies

(1) Provision of Light Rail Transit Station

(a) LRT station(s), a transit hub and park and ride facilities, in association with an LRT line, shall be required to serve the Plan area, as generally identified on the Land Use Concept map.

(b) The exact location of the LRT stations, transit hub and park and ride facilities

(i) shall be determined through the ASP preparation process, and

(ii) may involve the preparation of a functional study in conjunction with an ASP.

(c) The ASP shall require transit supportive land uses in proximity to future LRT stations and facilities in accordance with the Transit Oriented Design Guidelines.

11.7 Fire Hall

11.7.1 Purpose

A Fire Hall site is required for the Plan area providing services to the northwestern industrial areas of the Plan. The general location of the Fire Hall site is indicated on the Land Use Concept map however the specific location of this site will be determined through the ASP preparation process.

11.7.2 Policies

(1) Provision of a Fire Hall Site

(a) A Fire Hall site, providing fire services to the northwestern industrial areas of the Plan, shall be located generally as shown on the Land Use Concept map, as determined necessary to meet the needs of the emergency service provider.

(b) The specific location and composition of the Fire Hall site and facilities shall be addressed through the ASP preparation process.

11.8 Operations Work Place Center

11.8.1 Purpose

A City Operations Work Place Center may be required within the Plan area to provide for storage of City vehicles, equipment and supplies including road maintenance vehicles and equipment. The general location of the Operations Work Place Center is identified on the Land Use Concept Map however the specific location and size of this site will be determined through the ASP preparation process.

11.8.2 Policies

(1) Provision of an Operations Work Place Center

(a) A City Operations Work Place Center, providing for the storage of City vehicles and equipment, may be located generally as shown on the Land Use Concept Map, as determined necessary to meet the needs of the City.

(b) The specific location and composition of the Operations Work Place Center and facilities shall be addressed through the ASP preparation process and may include being located outside of the Plan area.

12.0 WETLAND CONSERVATION

12.1 Purpose

The policies governing the conservation of natural wetlands within the Plan area are contained within the *Wetland Conservation Plan*, as approved by Council. In combination with the *Wetland Conservation Plan*, the approach to conserving significant natural wetlands will be further refined through the ASP preparation process and at the Outline Plan/Land Use Amendment application stage. The main components of this approach include:

(a) those potentially environmentally significant wetlands will be subject to further study and analysis, including the submission of a Biophysical Impact Assessment (BIA), at the ASP preparation stage;

(b) where an environmentally significant wetland qualifies as Environmental Reserve (ER) land, it should be dedicated to the City of Calgary as ER;

(c) in situations where (b) above is not applicable, alternative methods of protecting a wetland may be examined and utilized where applicable;

(d) in select circumstances a landowner may be allowed to develop a wetland in exchange for providing compensatory measures or land to the City, in accordance with the City's "no net loss" policy of the Wetland Conservation Plan, and the specific details of this approach will be refined through the ASP preparation process;

(e) any compensatory lands would likely be located within the potential upland grassland area in order to contribute to achieving an ecologically enhanced wetland conservation area.

(f) the upland grassland area, and surrounding wetlands, may constitute a regional open space area for the surrounding area, in addition to any future dedicated parkland within the Plan area;

(g) wetlands that are acquired by the City will likely need to be engineered in conjunction with urban development which will likely require the incorporation of stormwater retention capabilities in order for the wetland to remain viable and sustainable over the long term, following urban development.

12.1.2 Policies

(1) Wetland Conservation

(a) The natural wetlands within the Plan area shall be subject to the *Wetland Conservation Plan* as approved by Council.

(b) An Area Structure Plan should provide policy that

(i) identifies wetlands that are to be dedicated, acquired or otherwise protected within the Plan area, and

(ii) establishes measures and a process for the dedication, acquisition and/or protection of those wetlands in accordance with the Wetland Conservation Plan.

(c) The majority of the wetlands within the Plan area, that will be subject to further review and analysis at the ASP preparation stage, are identified on Map E, Wetland Conservation Inventory, Part 2 of the Plan, Supporting Information.

13.0 LAND USE CONSTRAINTS

13.1 Land Use Constraints Map

The land use constraints affecting the Plan area are identified on the Land Use Constraints Map (Map 4). The constraints consist of setbacks from sour gas pipelines, wells and processing plants along with noise exposure setbacks (Noise Exposure Forecast contours) from Calgary International Airport. Sections 13 and 14 of the Plan contain policies relating to these two constraints.

13.2 Amending The Map

Where changes to the boundaries of the constraints or setbacks are required, as shown on the Land Use Constraints Map, the Map should be amended to reflect these changes as determined appropriate.

14.0 LAND USE CONSTRAINT POLICIES

14.1 Sour Gas Setbacks

14.1.1 Purpose

The extraction and processing of sour gas introduces issues relating to public safety as well as visual and nuisance issues that need to be addressed in an urban context. Thus, the Alberta Energy and Utilities Board (EUB) impose safety setbacks from sour gas pipelines, wells and processing plants. Previous Council policy, including the *Saddle Ridge Area Structure Plan*, require an additional setback from sour gas wells for nuisance impacts including noise, dust, visual, and vehicular nuisances associated with the operation and maintenance of the well. The sour gas setbacks for facilities within the Plan area includes sour gas pipeline and wells, in addition to setbacks from nearby processing plants and pipelines, which are currently owned by one (1) owner. Within the *Northeast Regional Policy Plan* area, the EUB requires a 100 metre setback from each of the five (5) level one (1) sour gas wells, a 30 metre setback from level one (1) sour gas pipelines and a 500 metre setback from the level two (2) sour gas pipeline. Previous Council policy requires an additional 200 metre nuisance setback from a sour gas well and this same setback requirement is being applied through the Plan (Map 4).

14.1.2 Policies

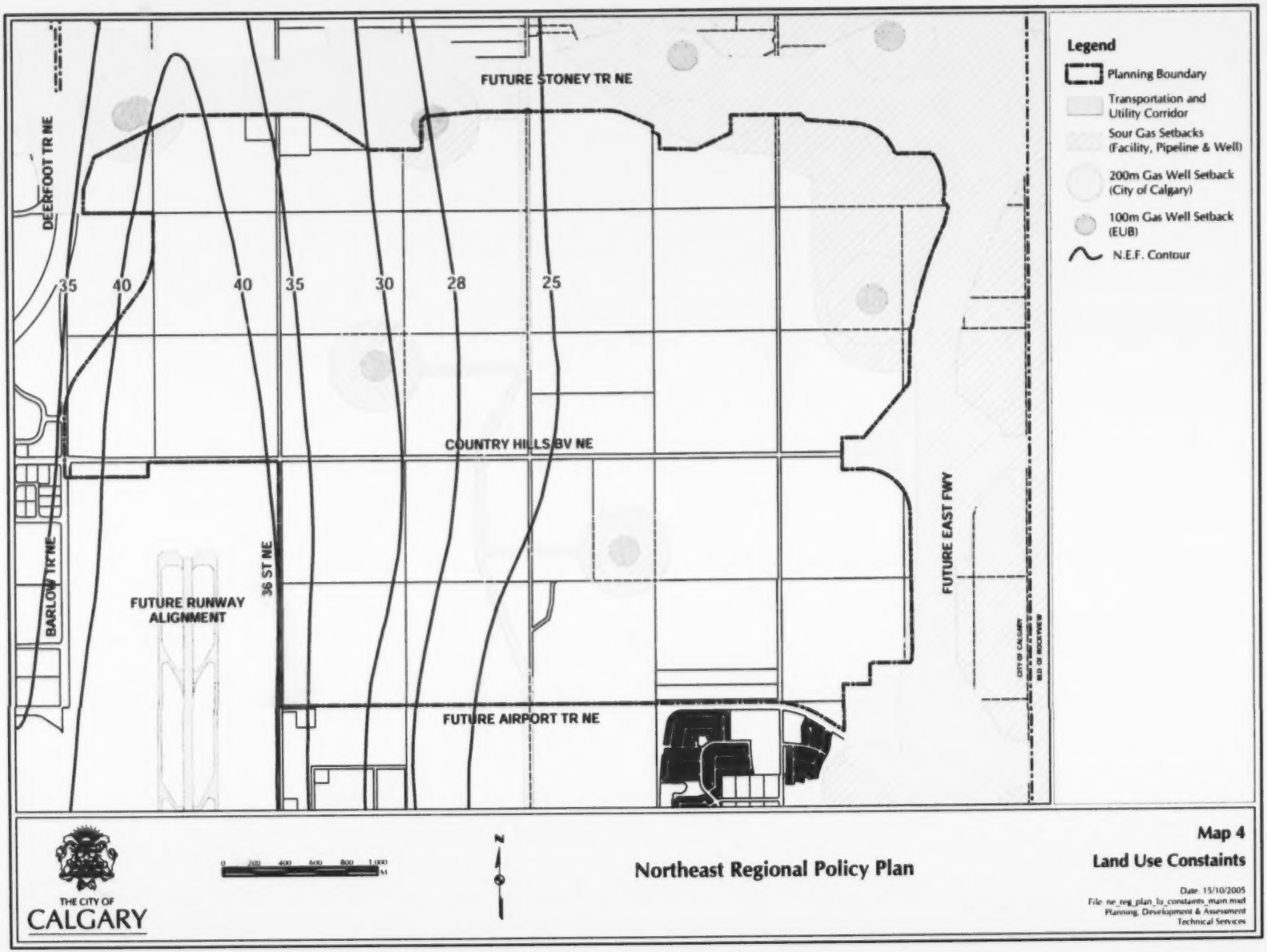
(1) Public Safety Setback

An ASP shall be subject to the requirements of the Alberta Energy and Utilities Board for urban development setbacks within the Plan area from sour gas pipelines, wells and processing plants.

(2) Nuisance Setback

(a) In addition to the requirements of (1) above, an additional 200 metre nuisance setback (e.g. noise, dust) prohibiting residential development or other urban uses, as determined by Council, shall be required from a sour gas well.

(b) Notwithstanding (a) above, a nuisance setback from a sour gas well may be revised by Council within an ASP where satisfactory studies and analysis have been submitted to support the revision.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Planning, Development & Assessment
Technical Services

14.2 Noise Exposure Forecast Contours

14.2.1 Purpose

Lands within the Plan area are influenced by their proximity to Calgary International Airport. The airport both impacts and is impacted by activities on adjacent lands. Noise associated with aircraft movements is the most evident issue in relation to airports and is regulated through the Noise Exposure Forecast Contours (Map 4). The greater the Noise Exposure Forecast (NEF) number the greater the amount of noise experienced at the location. Accordingly, NEF contour lines closest to the airport have the highest contour numbers and this number decreases at each contour interval that radiates out.

Calgary International Airport has an *Airport Vicinity Protection Area (AVPA) Regulation* that places restrictions on lands within areas around the airport. Generally, the *AVPA Regulations* impose development limitations on specified lands. The boundaries of the AVPA for the Calgary International Airport have been defined by the NEF contour lines. With the intent of limiting future land use conflict between the airport and adjacent uses, the *AVPA Regulation* imposes limits on development with the greatest restrictions on land use being within the highest NEF contour areas.

The western portion of the Plan area is substantially impacted by the AVPA (Map 4). Portions of the Plan area are within the 40, 35, 30, 28, and 25 NEF contours and are subject to the specific land use restrictions defined in the *Regulations* for that NEF. Under the *Regulations*, residential development is precluded in land within an NEF 30 contour or greater.

14.2.2 Policies

An ASP shall be subject to the requirements of the *Airport Vicinity Protection Area (AVPA) Regulation* regarding urban development and applicable restrictions on land use.

15.0 UTILITY SERVICES

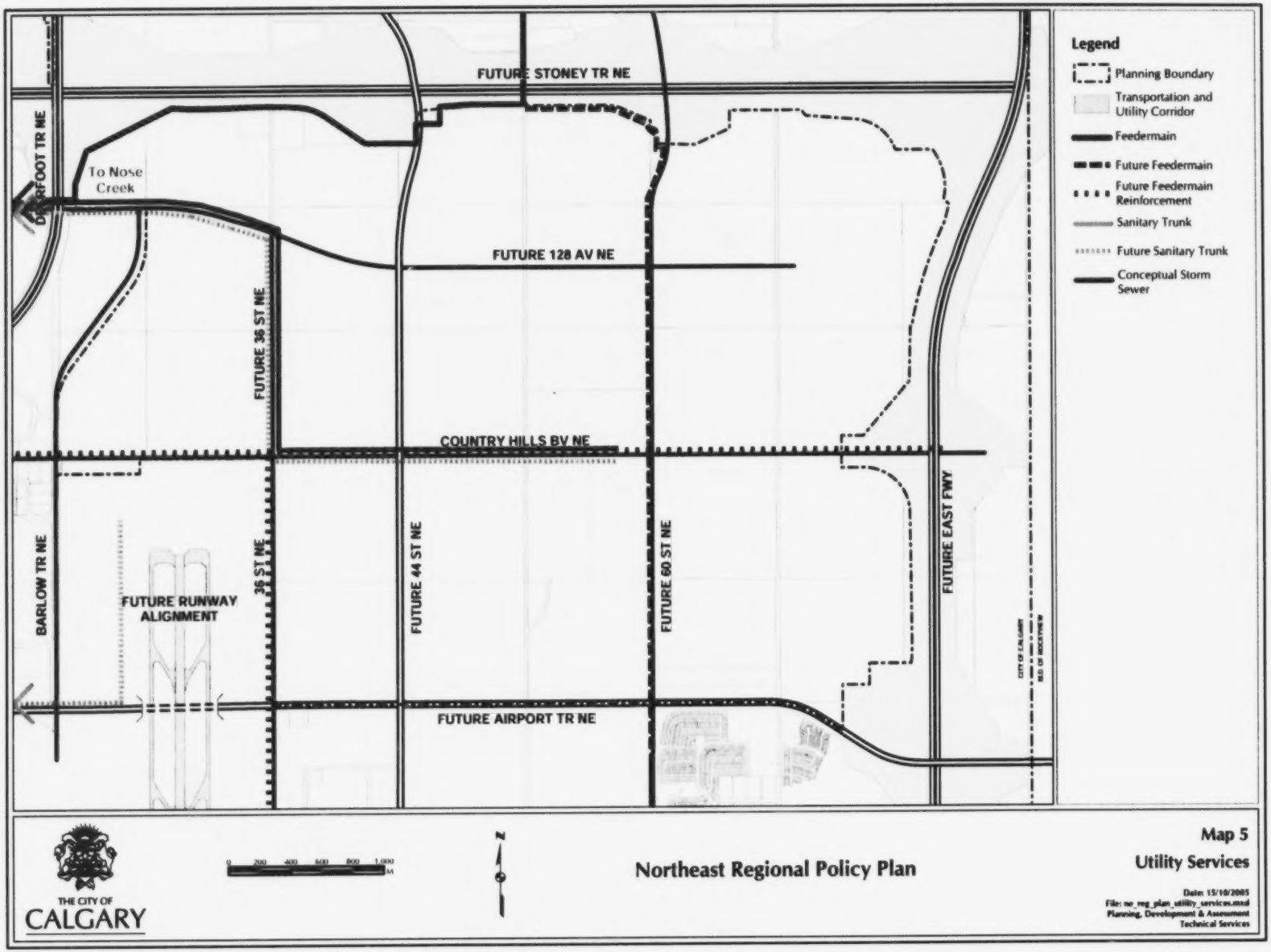
15.1 Utility Services Map

15.1.1 Purpose

The sanitary, stormwater and water infrastructure services required to service the Plan area are identified on the Utility Services Map (Map 5). The alignment of these services will need to be addressed in further detail through the ASP preparation process which should include minimizing the impacts of these services on surrounding natural features where possible.

15.2 Amending The Map

The alignment of the sanitary, stormwater and water infrastructure services, as shown on the Utility Services map, may be changed without requiring an amendment to the map.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BEARFOOT TR NE
To Nose Creek
FUTURE 128 AV NE
FUTURE 36 ST NE
COUNTRY HILLS BV NE
BARLOW TR NE
FUTURE RUNWAY ALIGNMENT
35 ST NE
FUTURE 44 ST NE
FUTURE 60 ST NE
FUTURE EAST FWY
FUTURE AIRPORT TR NE
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Planning, Development & Assessment
Technical Services

16.0 UTILITY SERVICING POLICIES

16.1 Utility Services

16.1.1 Purpose

Sanitary, stormwater and water infrastructure services are required to enable development of the area. The specific alignment of these services will be reviewed in further detail through the ASP preparation process along with the financing and any applicable phasing of required utility services. Additionally, two ongoing studies, the *West Nose Creek Stream Corridor Assessment, 2003*, and the *Nose Creek Basin Instream Flow Needs Study, 2005*, through their proposed recommendations, have identified new requirements for any stormwater discharge to Nose Creek which includes a reduction in the allowed volume of stormwater to enter Nose Creek. The use of wetlands for stormwater management, along with other methods to reduce stormwater volumes entering Nose Creek, will be identified through the ASP preparation process.

16.1.2 Policies

(1) Utility Services

As part of the preparation of an ASP, the method of providing sanitary, stormwater and water infrastructure services to urban development shall be determined.

(2) Stormwater Facilities

Stormwater servicing, and the potential use of wetlands as a stormwater management tool, will be analysed in further detail at the ASP preparation process, including the identification, and manner of use, of specific wetlands for stormwater retention.

PART 2

SUPPORTING INFORMATION

NORTHEAST REGIONAL POLICY PLAN

NORTHEAST REGIONAL POLICY PLAN

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Table 12: Senior High School Site Information 47

1.0 PLANNING AREA

1.1 Location

The Northeast Regional Policy Plan (the "Plan") area is located in the northeast sector of the city and comprises approximately 1,814 hectares (4,482 acres) of land (Map A). The Plan area is bounded to the north by the Transportation and Utility Corridor (TUC) containing the future Stoney Trail NE extension, to the west by Barlow Trail NE and 36th Street NE, to the east by the TUC containing the future East Freeway, and to the south by the future extension of Airport Trail. The lands within the Plan area are contained in Township 25, Range 29, West of the Fourth Meridian and comprise all or part of Sections 21, 22, 23, 26, 27, 28, 33, 34, 35.

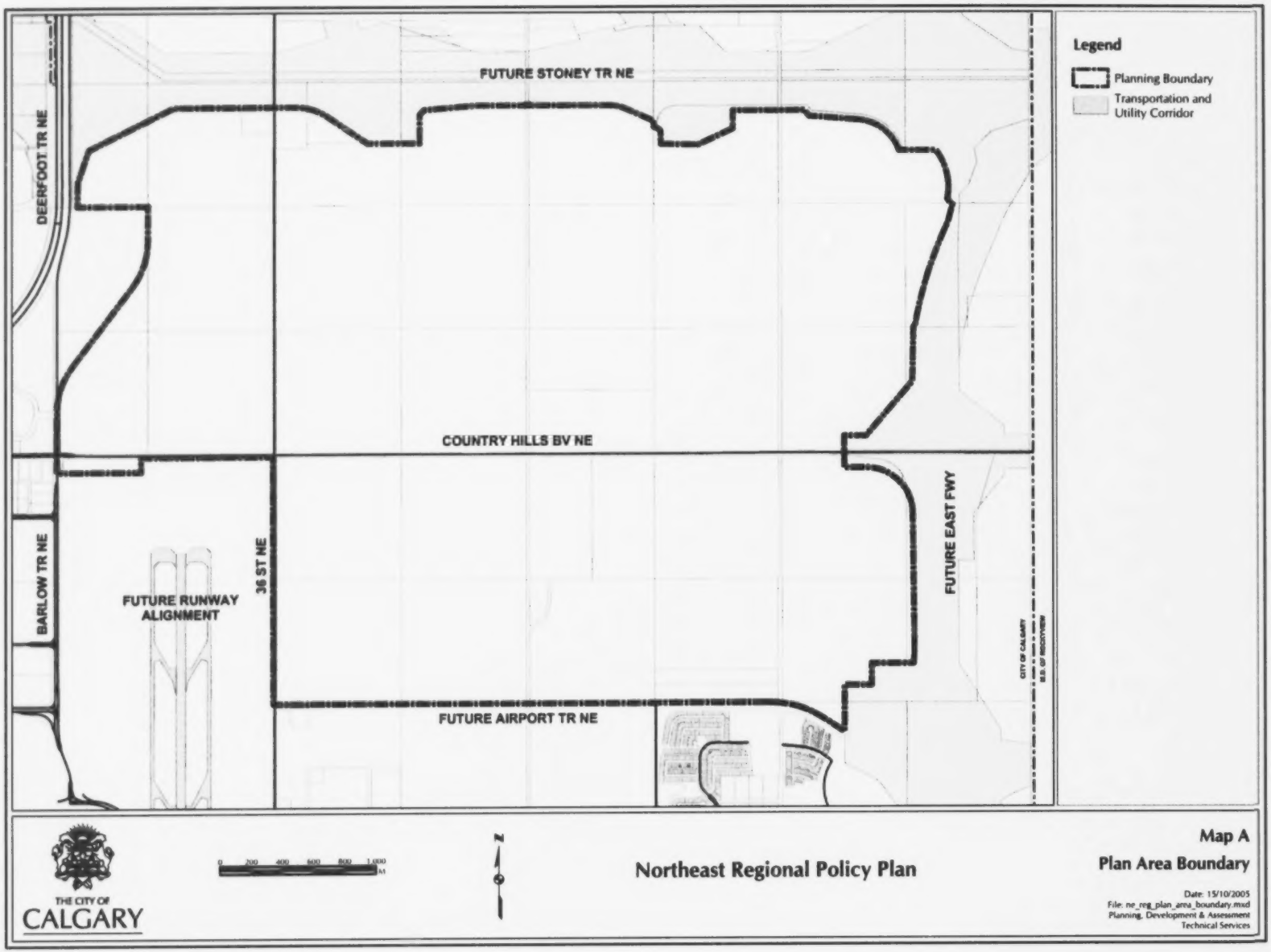
1.2 Historical Context

In 1989 the Plan area was annexed to the City from the Municipal District of Rocky View with the primary land use being agricultural at the time of annexation.

1.3 Policy Framework

The broad policy governing planning and development within the Plan area is contained within the City of Calgary Municipal Development Plan (The Calgary Plan). The Calgary Plan identifies the western portion of the Plan area as Industrial, and identifies the eastern portion of the Plan area as Future General Urban Use (Predominantly Residential), as identified on the Future Conceptual Urban Structure Map (Map B). As indicated within the Calgary Plan, this map "...presents a generalized picture of Calgary's major land uses and their locations. As such, it portrays future land use at the broad policy level. A more precise indication of intended land use will be developed over time through the preparation of more detailed plans such as growth area management plans, area structure plans, community plans, area redevelopment plans, etc."

The northern and eastern boundaries of the Plan area are located within the jointly adopted Intermunicipal Development Plan (IDP) between the City of Calgary and the Municipal District of Rocky View. Specifically, these areas are located within Area A of the IDP which requires circulation of policy plans and development applications to the M.D. of Rocky View for their information, review and comment on those aspects of a policy plan, or development application, where they affect the interests of the M.D.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COUNTRY HILLS BV NE
BARLOW TR NE
FUTURE RUNWAY ALIGNMENT
36 ST NE
FUTURE EAST FWY
FUTURE AIRPORT TR NE
CITY OF CALGARY
R.S. OF ROCKYVIEW
Legend
Planning Boundary
Transportation and Utility Corridor
THE CITY OF CALGARY
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N
Northeast Regional Policy Plan
Map A
Plan Area Boundary
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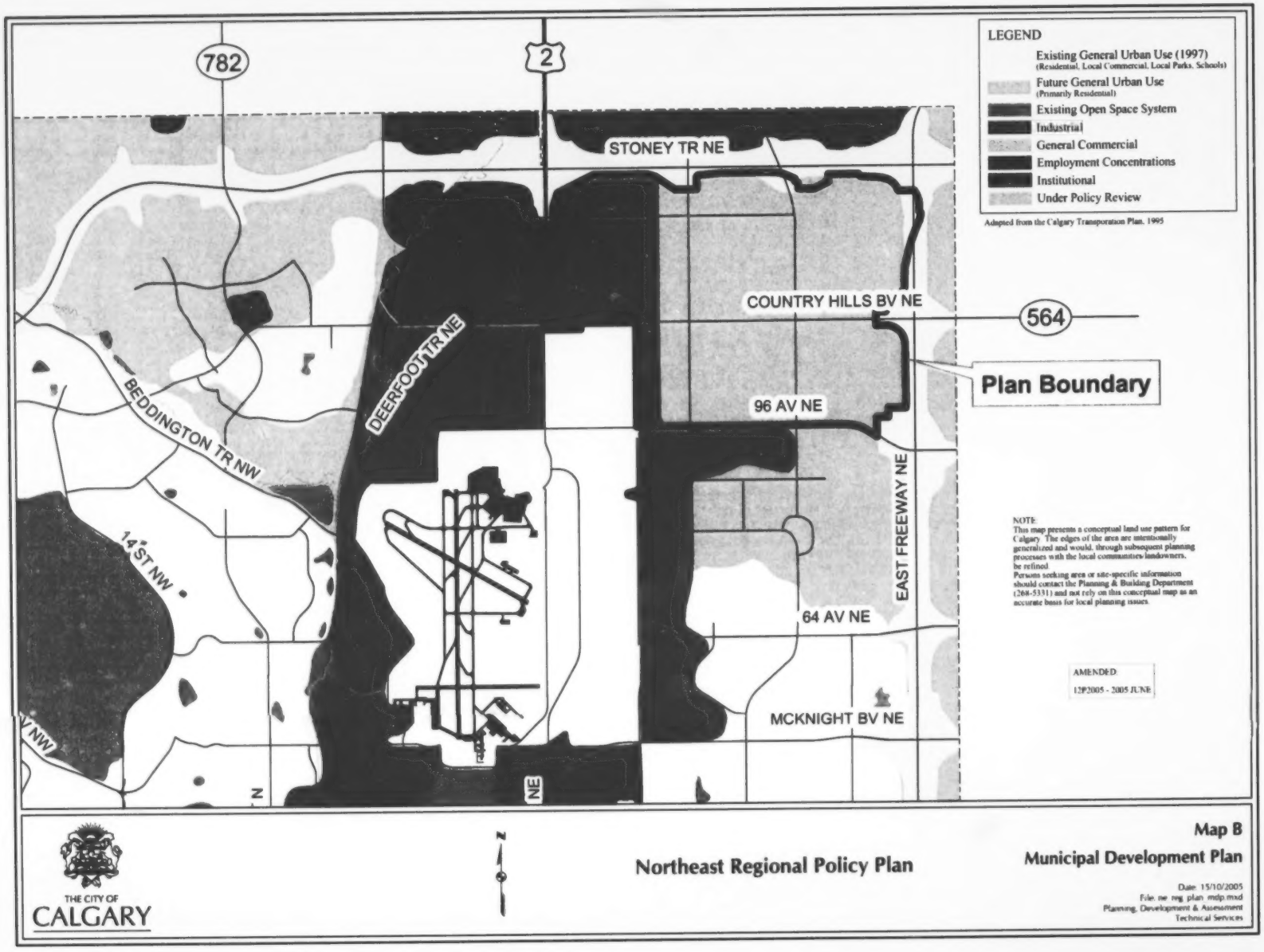
Planning, Development & Assessment
Technical Services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COUNTRY HILLS BV NE
564
DEERFOOT TR NE
BEDDINGTON TR NW
96 AV NE
EAST FREEWAY NE
14 ST NW
64 AV NE
MCKNIGHT BV NE
NE
LEGEND
Existing General Urban Use (1997)
(Residential, Local Commercial, Local Parks, Schools)
Future General Urban Use
(Primarily Residential)
Existing Open Space System
Industrial
General Commercial
Employment Concentrations
Institutional
Under Policy Review
Adapted from the Calgary Transportation Plan, 1995
Plan Boundary
NOTE:
This map presents a conceptual land use pattern for Calgary. The edges of the area are intentionally generalized and would, through subsequent planning processes with the local communities/landowners, be refined.
Persons seeking area or site-specific information should contact the Planning & Building Department (268-5331) and not rely on this conceptual map as an accurate basis for local planning issues.
AMENDED:
12P2005 - 2005 JUNE
THE CITY OF CALGARY
Northeast Regional Policy Plan
Map B
Municipal Development Plan
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Planning, Development & Assessment
Technical Services

2.0 LAND FORM

2.1 Topography

The Plan area is characterized by low rolling topography with numerous wetlands throughout (Map C).

2.2 Climate

The area falls within the Foothills Fescue subregion of the Grasslands Natural Region (Alberta Sustainable Resource Development 2005). This subregion is strongly influenced by chinook winds and thus has a milder winter than other subregions in Alberta.

The mean annual precipitation averages about 500 mm. in the Calgary area, with the majority of precipitation falling during the growing season, with a mean May-September precipitation of 290 mm. There is typically greater snowfall amounts in the late winter and early spring. The mean annual temperature is 3 degrees Celsius, with a mean May-September temperature ranging from 11 to 13 degrees. The frost-free period is 90 days.

2.3 Soils

The uplands are dominated by soils from the Rockyview series (Macmillan, 1989). These soils are typically deep, well drained Black Chernozemic soils; these soils are developed from fine loess deposits over loamy tills.

The numerous wetlands in the site are dominated by soils of the Balzac series. These soils are poorly drained Humic Gleysols, that typically develop in areas with groundwater discharge. This series occurs in level to depressional areas where recent lacustrine sediments have accumulated in hollows and in channels on a till landscape. The presence of saline groundwater close to the surface has led to the development of numerous permanent alkali sloughs in areas where there are slight irregularities in topography and outwash channels.

Balzac soils have a black surface horizon of varying thickness and texture and a high organic matter content. All horizons contain free lime and soluble salts. Ponding may persist on this soil for long periods after snowmelt or heavy rainfall. Soil is classified as a Rego Humic Gleysol (saline-carbonated phase). Soils in this unit are typically affected by wetness, salinity, hardpan, low permeability, high clay content and high plasticity. The salinity of the soil restricts native vegetation to salt-tolerant species. Common species would

include Foxtail barley (Hordeum jubatum), salt grass (Distichlis stricta),alkali grass (Puccinella nuttalliana) and some species of wheatgrass (Agropryon spp.).

Minor occurrences of soils from the Beddington series can be found in the area as well. These soils are typically Solodized Solonetzic soils with a variable mixture of Chernozems and poorly drained saline Humic Gleysols.

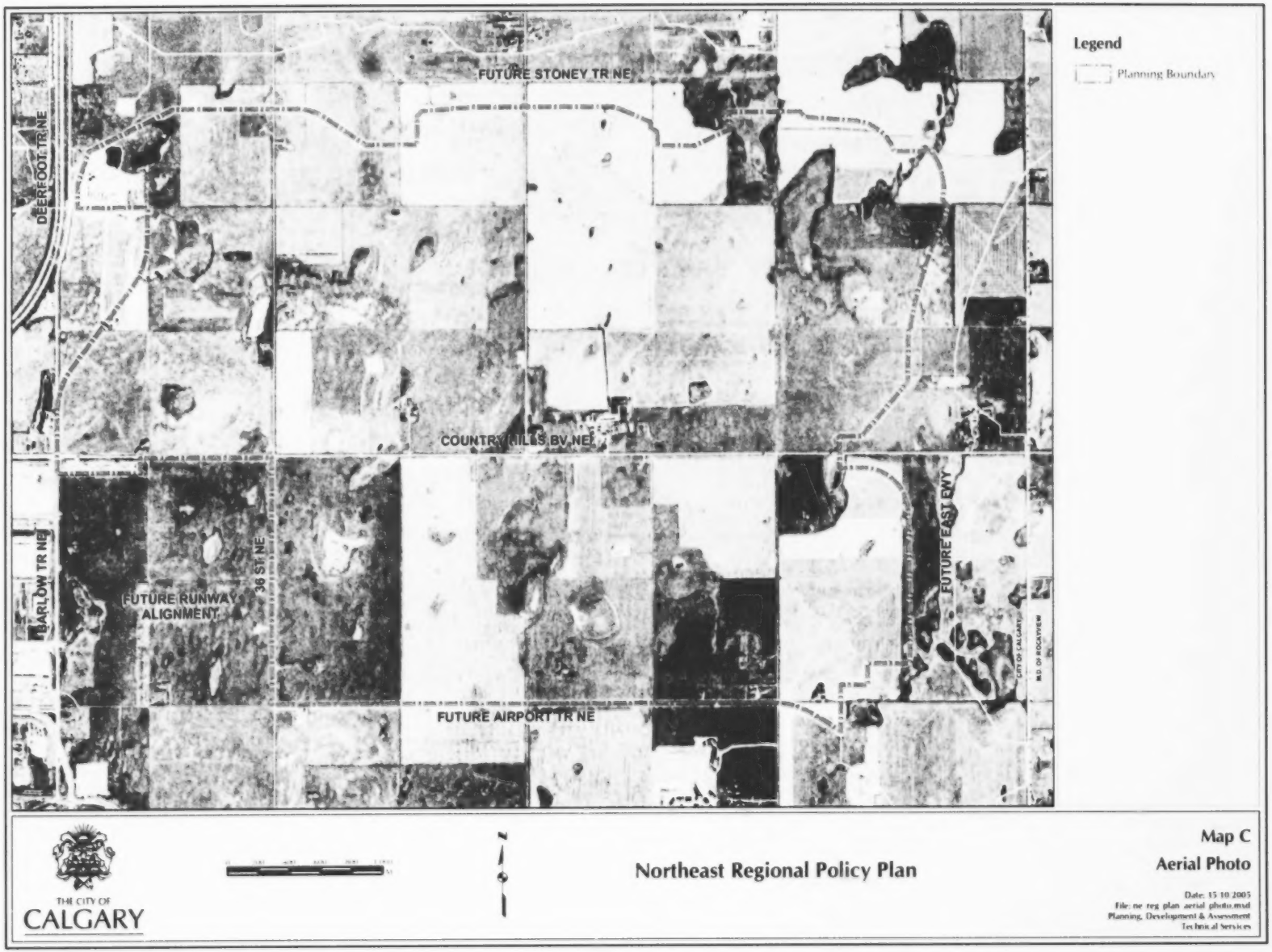
2.4 Surficial Geology

Surficial geology within the Plan area is dominated by glacial tills of the Crossfield and Balzac series. Pond sediments are scattered throughout the Plan area in the location of wetlands. The Crossfield Formation is the youngest stratigraphic unit of till in the Calgary area. Crossfield till typically contains abundant granitic and gneissic pebbles, cobbles and boulders. Crossfield tills were deposited by glaciers originating to the west of Hudson Bay and advanced into this area from the northeast during the late Wisconsinian.

References

Natural Region and Subregions of Alberta, 2005 – Alberta Sustainable Resource Development, Alberta Environment, Alberta Community Development and Agriculture and Agri-Food Canada.

MacMillan, R.A. 1987. Soils of the Calgary Urban Perimeter. Alberta Soil Survey Report no. 45. Alberta Research Council, Edmonton, AB.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COUNTRY HILLS BV NE
BARLOW TR NE
36 ST NE
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FUTURE EAST ENV
CITY OF CALGARY
M.D. OF ROCKYVIEW
FUTURE AIRPORT TR NE
Legend
Planning Boundary
THE CITY OF CALGARY
Northeast Regional Policy Plan
Map C
Aerial Photo
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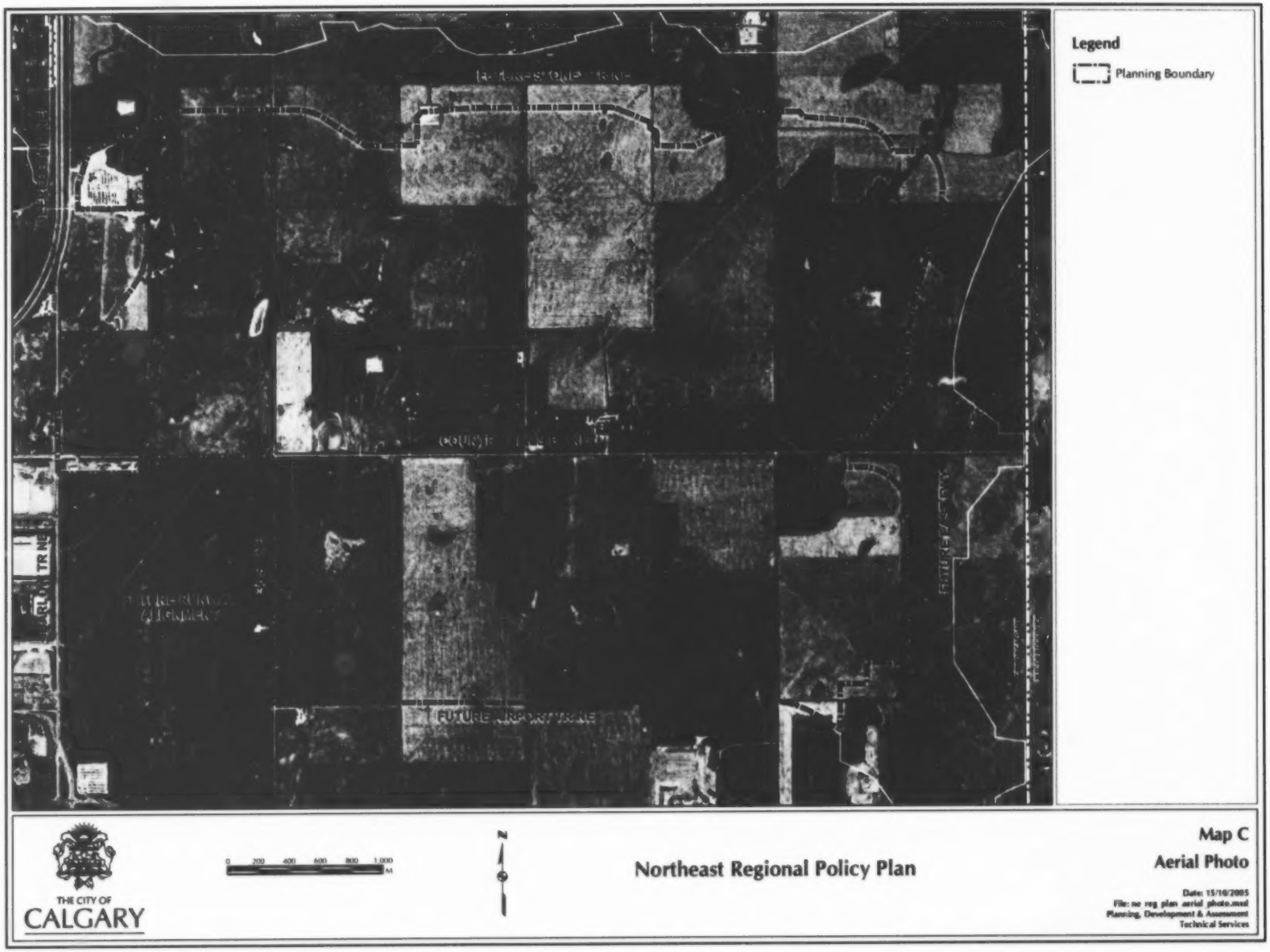
Planning, Development & Assessment
Technical Services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Northeast Regional Policy Plan
Map C
Aerial Photo
Date: 15/10/2005
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Planning, Development & Assessment
Technical Services

3.0 ENVIRONMENTALLY SIGNIFICANT AREAS

3.1 Evaluation of Environmentally Significant Areas

An Environmentally Significant Area (ESA) is defined as a natural area which, because of its features or characteristics, is significant to the City from an environmental perspective and has the potential to remain viable within an urban environment [1] .

The significance of a natural area is determined by a combination of the following criteria:

- quality of biotic habitat,
- level of importance to the healthy maintenance of the human system,
- level of importance to the healthy maintenance of the natural system,
- presence of distinctive and/or unusual landform,
- limited representation within the area or city.

3.2 Identification of Environmentally Significant Areas (ESA)

Calgary Parks has conducted a preliminary ESA assessment of the Plan area, including an inventory of wetlands, shown on Map D. At the Area Structure Plan (ASP) preparation stage a refined ESA assessment will be prepared for each ASP area, with the natural features to be subject to further review indicated on Map E.

The Plan area has one of the highest densities of wetlands within the City. MacDonald Lake, immediately to the north of the Plan area was identified as a regional environmentally significant area (Lamoureux et al. 1983).

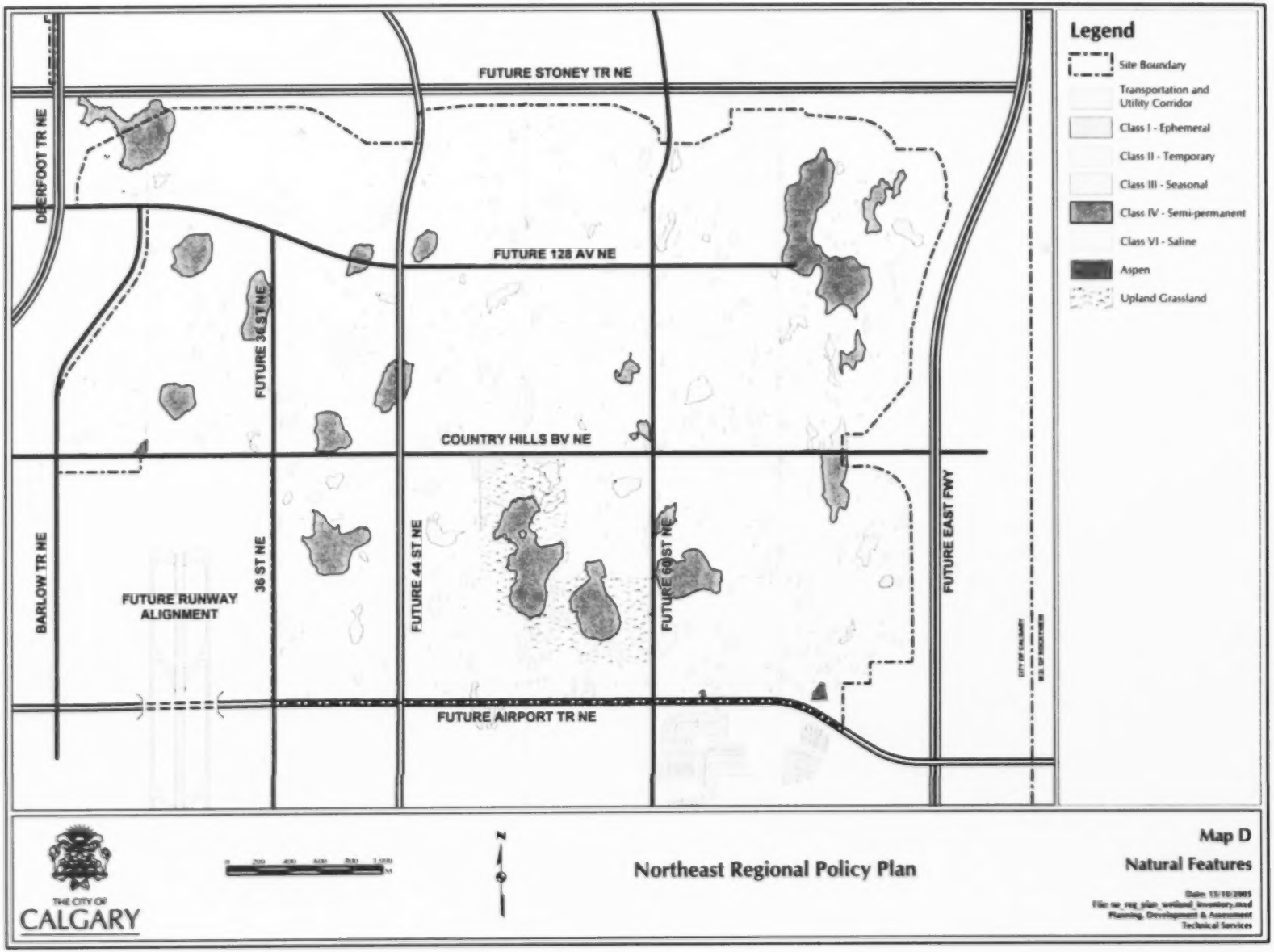
3.2.1 Plant Communities

The area is primarily agricultural (mixed crop and pasture) with wetlands and remnant prairie scattered throughout.

3.2.2 Wetlands

Wetlands are the most abundant native plant community type within the Plan area and is home to the greatest diversity of wetland types within Calgary city limits. There are numerous ephemeral and temporary wetlands (Stewart and Kantrud Type 1 and 2) throughout, particularly in association with native prairie.

[1] *City of Calgary, "Parks & Recreation Technical Report: Protecting Calgary's Enviornmentally Significant Areas Dratt", 1996, Pg.3.*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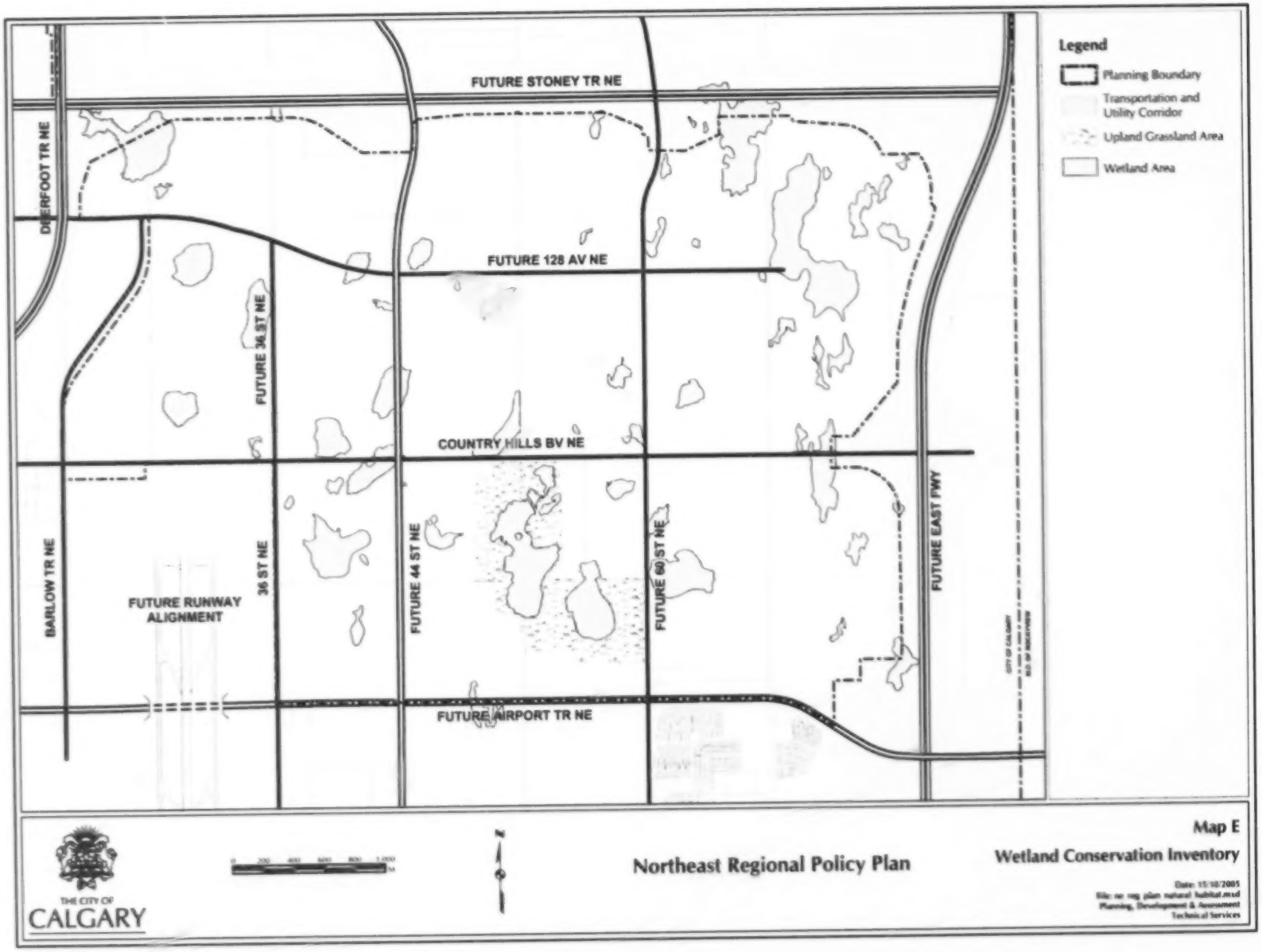
FUTURE 44 ST NE
FUTURE 60 ST NE
FUTURE EAST FWY
FUTURE RUNWAY ALIGNMENT
FUTURE AIRPORT TR NE
Legend
Site Boundary
Transportation and Utility Corridor
Class I - Ephemeral
Class II - Temporary
Class III - Seasonal
Class IV - Semi-permanent
Class VI - Saline
Aspen
Upland Grassland
THE CITY OF CALGARY
N
Northeast Regional Policy Plan
Map D
Natural Features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FUTURE EAST FWY
FUTURE RUNWAY ALIGNMENT
FUTURE AIRPORT TR NE
Legend
Planning Boundary
Transportation and Utility Corridor
Upland Grassland Area
Wetland Area
THE CITY OF CALGARY
Northeast Regional Policy Plan
Map E
Wetland Conservation Inventory

These are typically wet-meadow or low prairie communities dominated by species such as fowl bluegrass (Poa spp.), Kentucky bluegrasss (Poa pratensis), foxtail barley (Hordeum jubatum), and several species of wheatgrass (Agropyron spp.) Grazing pressure, particularly after the drought experienced in recent years, has led to an apparent reduction in species diversity and encroachment by weed species.

More permanent wetlands (Type 3 and 4) typically have standing water in the deepest zone and are dominated by species such as awned sedge (Carex atherodes), spike rush (Eleocharis), Nuttall's alkali grass (Puccinella nutalliana), and slough grass (Beckmannia). These wetlands tend to be saline as a result of groundwater influence and saline soils. Bulrush (Scirpus) may be found to a limited extent in deeper zones.

There are several Type 6 (alkali) wetlands in the Plan area. These sites are strongly influenced by saline conditions due to soils and groundwater. These sites typically have large expanses of salt flats and no or little emergent vegetation in the deepest zones. Alkali wetlands provide important feeding habitat for shorebirds and can support provincially rare samphire (Salicornia europaea) plant communities.

3.2.3 Uplands

(1) Aspen Forest

There are limited stands of aspen (Populus tremuloides) forest in the area. The sites area typically disturbed, usually as a result of cattle grazing. Understorey species are generally introduced agronomic species such as smooth brome (Bromus inermis), Kentucky bluegrass and Canada thistle (Cirsium arvense).

(2) Native Grassland

Native prairie within the Plan area falls within the Foothills Fescue grassland Natural Subregion. Undisturbed prairie within the Plan area is characterized by fescue (Festuca scabrella and F. idahoensis) and parry oatgrass (Danthonia parryi). Other common species include awned wheatgrass (Agropyron) and blue grama (Bouteloua gracilis). Additional common species include prairie crocus (Anemone patens), cinquefoil (Potentilla fruticosa), buckbrush (Symphoricarpos occidentalis) and sages (Artemisia ludoviciana and A. frigida). Map D provides a ranking of wetlands (Steward and Kantrud) within the Plan area, along with identifying important native grassland and aspen stands.

3.2.4 Species At Risk

Wetland and prairie habitats within the Plan area have a potential to harbour at-risk plant species and should be screened before any development activity occurs. Rare plants have been found in nearby wetlands. A recent study of the proposed East Freeway alignment (Spencer Environmental, 2003) located nearby stands of the provincially rare blunt-leaved yellow cress (Rorippa curvipes var. truncata).

3.2.5 Wildlife

Wetlands and associated native uplands are the most important source of wildlife habitat in the Plan area, forming larger ecological systems (see Map F, Wetland Systems). Grazing and the consequent reduction of cover around wetland habitats reduces the habitat significance somewhat for many species of waterfowl, songbirds, amphibians and small mammals. However, the diversity and size of many of these wetlands does compensate for this somewhat by providing a relatively large supply of available breeding, feeding and stopover habitat for many species.

3.3 Protection of Environmentally Significant Areas

Environmentally Significant Areas (ESA) are not automatically acquired and/or protected from urban development but rather subjected to review and decision-making at the Outline Plan and Land Use Amendment stage. The Municipal Government Act provides for the dedication of Environmental Reserve under specific conditions. Where appropriate, ESA lands may be dedicated as Environmental Reserve or Municipal Reserve, purchased by the City, donated to the City, or regulated through development controls and/or subdivision restrictions. The Natural Area Management Plan identifies policy for the protection, maintenance and/or reclamation of significant natural habitat and their relevant ecological associations.

Legend
Planning Boundary
Natural Area Systems
CALGARY
Northeast Regional Policy Plan
Map F
Wetland Systems

4.0 LAND USE CONTEXT

4.1 Existing Uses

The Plan area exists predominantly in an unsubdivided state containing the original quarter sections and is designated as Urban Reserve (UR) under Land Use Bylaw No. 2P80. The majority of the land is either used for agricultural purposes or is undeveloped.

4.2 Land Use Considerations

4.2.1 Sour Gas

Lands within the Plan area are influenced by their proximity to sour gas facilities, including pipelines, processing plants and wells, and/or setbacks from sour gas facilities, including lands within both the industrial and residential areas. Setbacks from sour gas facilities are governed by the Province, through the Alberta Energy and Utilities Board (EUB), and within the Plan area this includes setbacks from sour gas wells, pipelines and processing plants. The EUB does not permit residential land uses within these setbacks, as identified on Map G, Land Use Considerations. Additionally, at the Outline Plan/Land Use stage, other land uses may be reviewed by the EUB for compliance with sour gas setback regulations.

Additionally, previous Council policy, including the Saddle Ridge Area Structure Plan, adopted by Council in 1984, which applies to the area located directly south of the NE Regional Policy Plan area, addresses sour gas nuisance setbacks. The Saddle Ridge Area Structure Plan includes an additional 200 metre nuisance setback from sour gas wells within the ASP area, above and beyond the 100 metre setback as required by the EUB. Previous Council policy, regarding sour gas nuisance setback, is being applied within the Plan area which includes the 200 metre nuisance setback, as identified on Map G.

4.2.2 Airport Vicinity Protection Act Regulation

Lands within the Plan area are influenced by their proximity to the Calgary International Airport. The airport both impacts and is impacted by activities on adjacent lands. To ensure compatible land uses and the safe operation of the airport, lands within the vicinity of the airport require review.

Noise associated with aircraft movements is the most evident issue in relation to airports. In determining the noise impacts that an airport has beyond its operations, a study may be conducted that forecasts noise

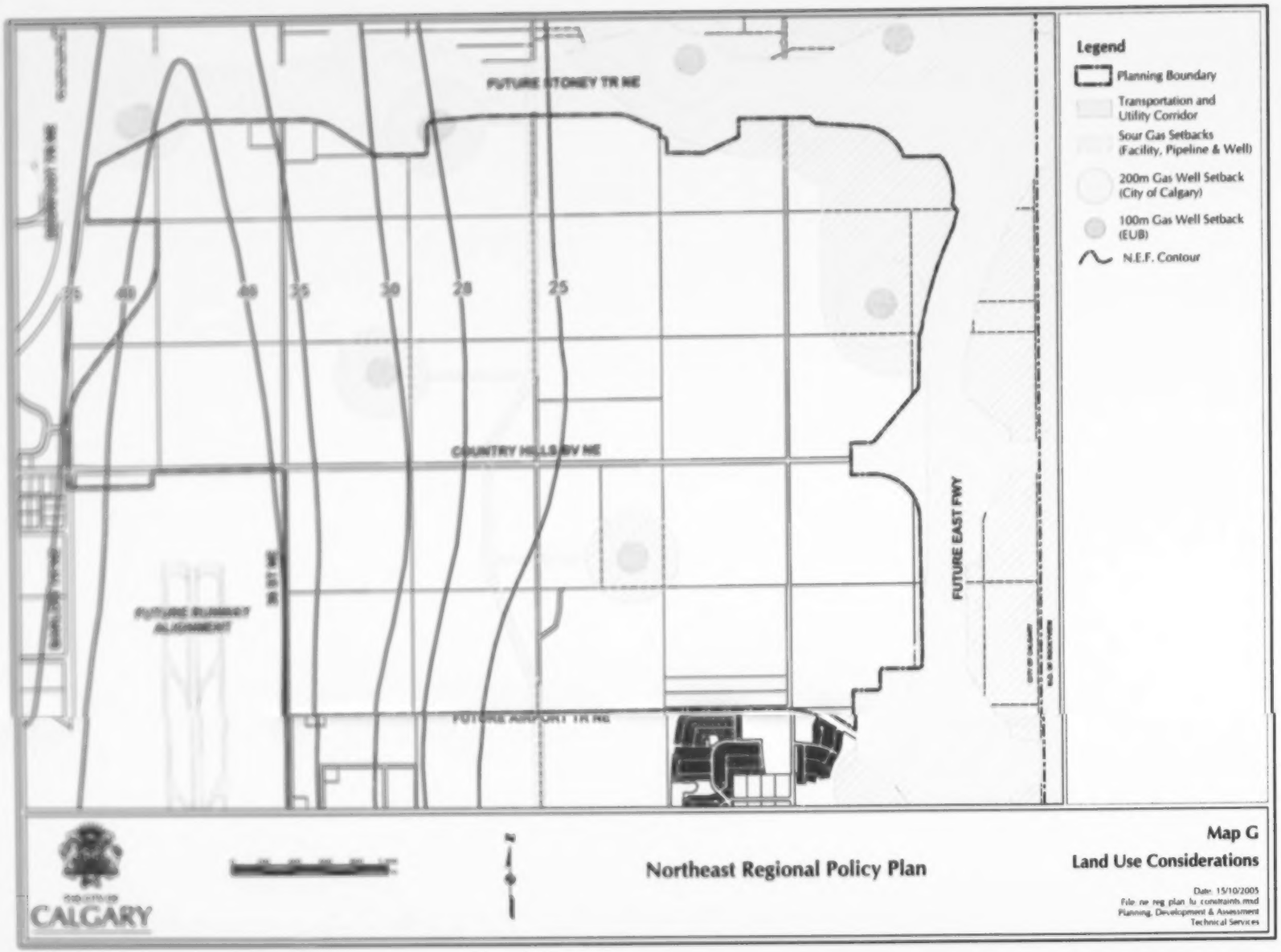
exposure in concentric contours radiating from the runways. Such contours are known as Noise Exposure Forecast (NEF) lines. The greater the NEF number the greater the amount of noise experienced at the location. Accordingly, NEF contour lines closest to the airport have the highest contour numbers and this number decreases at each contour interval that radiates out.

The Calgary International Airport has an Airport Vicinity Protection Area (AVPA) Regulation that places restrictions on lands within areas around the airport. Generally, the AVPA Regulations impose development limitations on specified lands and are registered by caveat against the land titles. The boundaries of the AVPA for the Calgary International Airport have been defined by the NEF contour lines. With the intent of limiting future land use conflict between the airport and adjacent uses, the AVPA Regulation imposes limits on development. Under the AVPA Regulation , the greatest restrictions on land use area located within the highest NEF contour areas, predominantly affecting the western portion of the Plan area.

The western portion of the Plan area is impacted by the AVPA (Map G). Portions of the Plan area are within the 40, 35, 30, 28, and 25 NEF contours and are subject to the specific land use restrictions defined in the Regulations for that NEF. Under the Regulations, residential development is precluded in land within an NEF 30 contour or greater. The AVPA Regulations are amended from time to time therefore this document should be referenced directly when reviewing applications. Additionally, Stantec Consulting Ltd. prepared a report, entitled Bird/Airport Conflict Report, which reviewed airport uses and bird control requirements of the Calgary Airport Authority and compatibility with adjacent and surrounding wetlands within the Plan area.

4.2.3 Aeronautics Act

The Calgary International Airport Zoning Regulations, as defined in the federal Aeronautics Act, also places restrictions on lands within the Plan area. These restrictions are based upon the glide path of planes and their use of radar and other electronic equipment for the departure and arrival of planes. No building or object is permitted to proceed in these areas without Transport Canada approval.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Sour Gas Setbacks (Facility, Pipeline & Wel)
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CALGARY
Northeast Regional Policy Plan
Map G
Land Use Considerations
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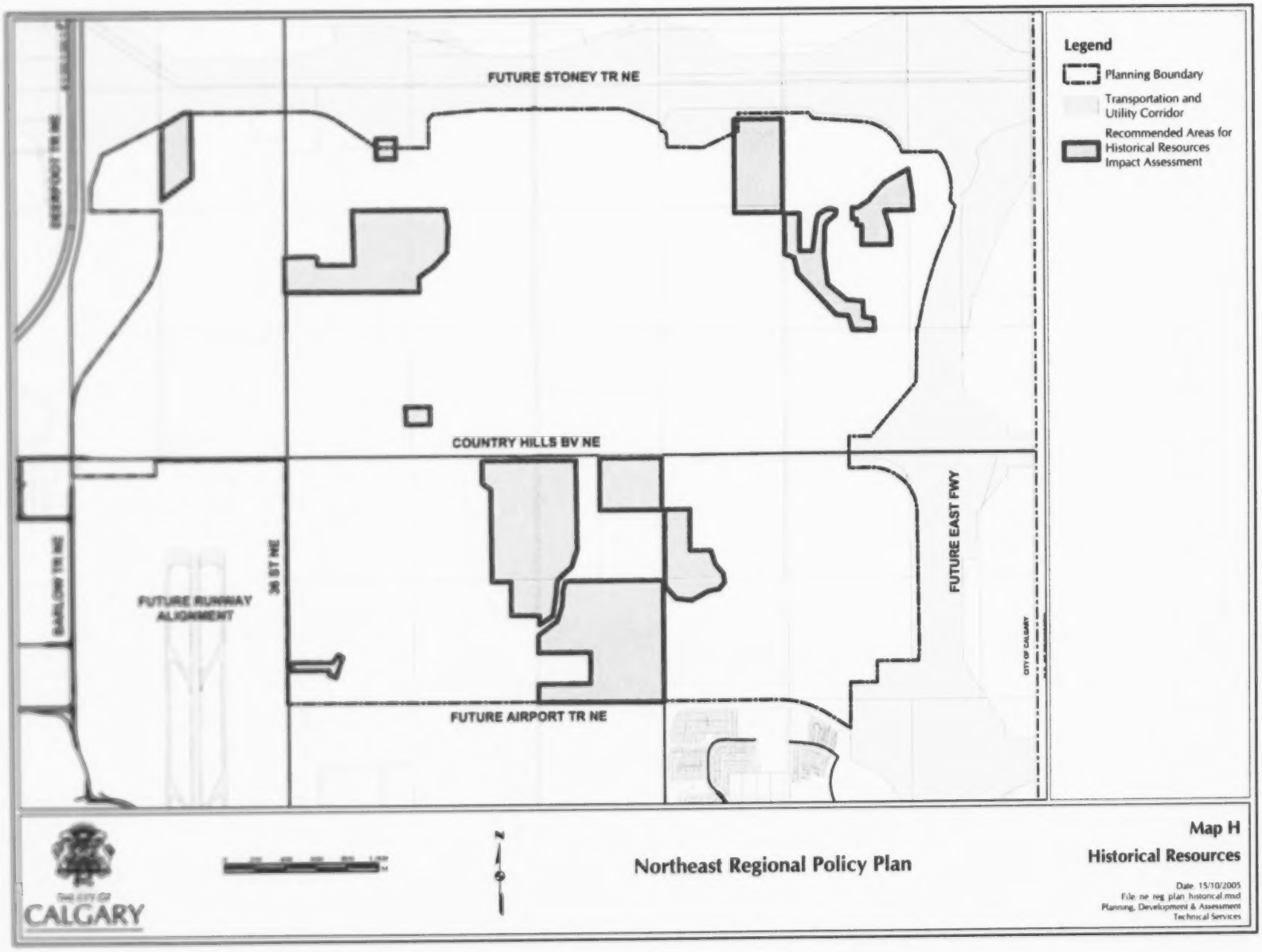
Planning, Development & Assessment
Technical Services

4.2.4 Historical Resources

A Historical Resources Overview (HRO) was undertaken for the Plan area and included fieldwork, air photo analysis and study of background data including geological, topographical, soils, historical land titles and general physiographic and relevant cultural history. Also included in the background study was the review of the historical resources provincial inventory database, the current Listing of Significant Sites and Areas (2003), and the review of the results of previous historical resource studies conducted in and around the Plan area.

Based on the analysis undertaken, the HRO recommends areas for further study by categorizing areas within the Plan area of low, moderate and high potential for the discovery of Precontact period surface and subsurface historical resources. The HRO recommends that areas categorized as moderate or high be subject to further study through a Historical Resources Impact Assessment (HRIA), as identified on Map H.

The HRO has been reviewed by the Heritage Resource Management Branch, Province of Alberta. The HRIA is typically submitted at the Outline Plan/Land Use Amendment process, in conjunction with a detailed development application, however the HRIA can be requested earlier if required by the Heritage Resource Management Branch.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CITY OF CALGARY
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Planning Boundary
Transportation and Utility Corridor
Recommended Areas for Historical Resources Impact Assessment
THE CITY OF CALGARY
Northeast Regional Policy Plan
Map H
Historical Resources
Date: 15/10/2005
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Planning, Development & Assessment
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5.0 LAND OWNERSHIP

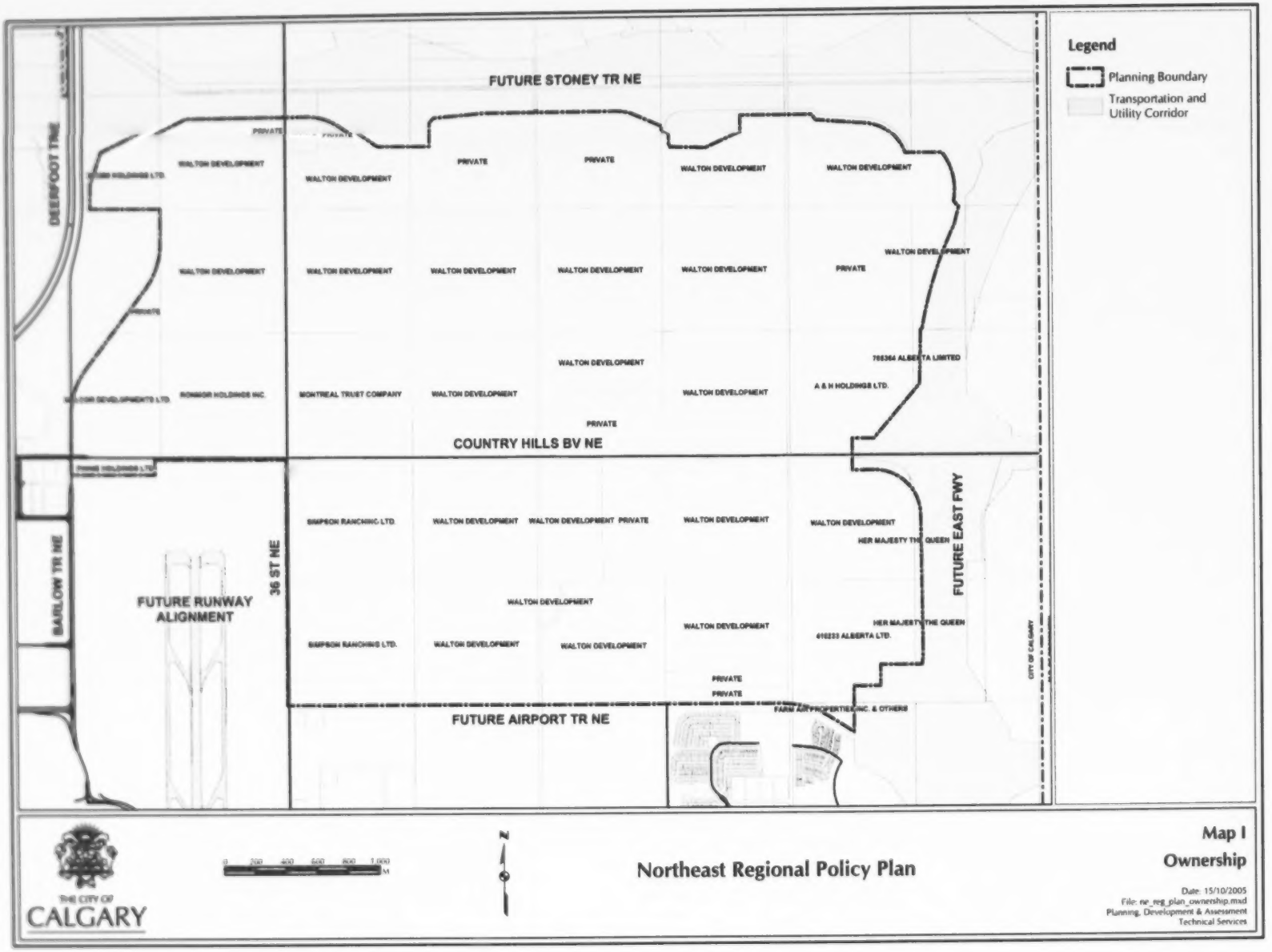
5.1 Ownership Pattern

The land ownership pattern within the Plan area is illustrated on Map I and described within the following table.

Table 1: Land Ownership By Area

Owner	Area (Ac*)	Area (Ha*)	% of Total
WALTON DEVELOPMENT	2,583.02	1,045.31	59.5
PRIVATE	653.12	264.31	15.0
SIMPSON RANCHING LTD.	318.32	128.82	7.3
MONTREAL TRUST COMPANY	158.67	64.21	3.7
RONMOR HOLDINGS INC.	158.60	64.18	3.7
410233 ALBERTA LTD.	140.87	57.01	3.2
A & H HOLDINGS LTD.	139.76	56.56	3.2
MELCOR DEVELOPMENTS LTD.	101.12	40.92	2.3
203260 HOLDINGS LTD.	48.17	19.49	1.1
HER MAJESTY THE QUEEN	19.64	7.95	0.5
FINNIE HOLDINGS LTD.	11.85	4.79	0.3
705364 ALBERTA LTD.	4.14	1.67	0.1
FARM AIR PROPERTIES INC. & OTHERS	3.84	1.55	0.1
TOTAL	**4,341.09**	**1,756.78**	**100.0**

Source: Planning Policy – September, 2005
*Note: *areas are approximate only*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WALTON DEVELOPMENT
PRIVATE
MONTREAL TRUST COMPANY
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A & H HOLDINGS LTD.
HER MAJESTY THE QUEEN
410233 ALBERTA LTD.
FARM LAND PROPERTIES INC. & OTHERS
THE CITY OF CALGARY
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Northeast Regional Policy Plan
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Ownership
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Technical Services

6.0 TRANSPORTATION NETWORK

6.1 Regional Road Network

The Plan area is largely defined by the provincial Transportation and Utility Corridor (TUC) to the north and east, Calgary Airport Authority lands to the south and southwest, and the approved Stoney Industrial ASP to the west (Map J). The planned road network, and associated interchanges, have been designed to accommodate the anticipated traffic volumes within the Plan area, based on projected population and employment numbers. The internal major and expressway road network divides the Plan area into communities and/or neighbourhoods.

6.1.1 Stoney Trail NE (Transportation and Utility Corridor)

The future provincial Stoney Trail NE defines the northern boundary of the Plan area and is classified as a freeway. The Plan area can be accessed from Stoney Trail NE via future grade-separated interchanges at 44th Street NE and 60th Street NE.

6.1.2 East Freeway (Transportation and Utility Corridor)

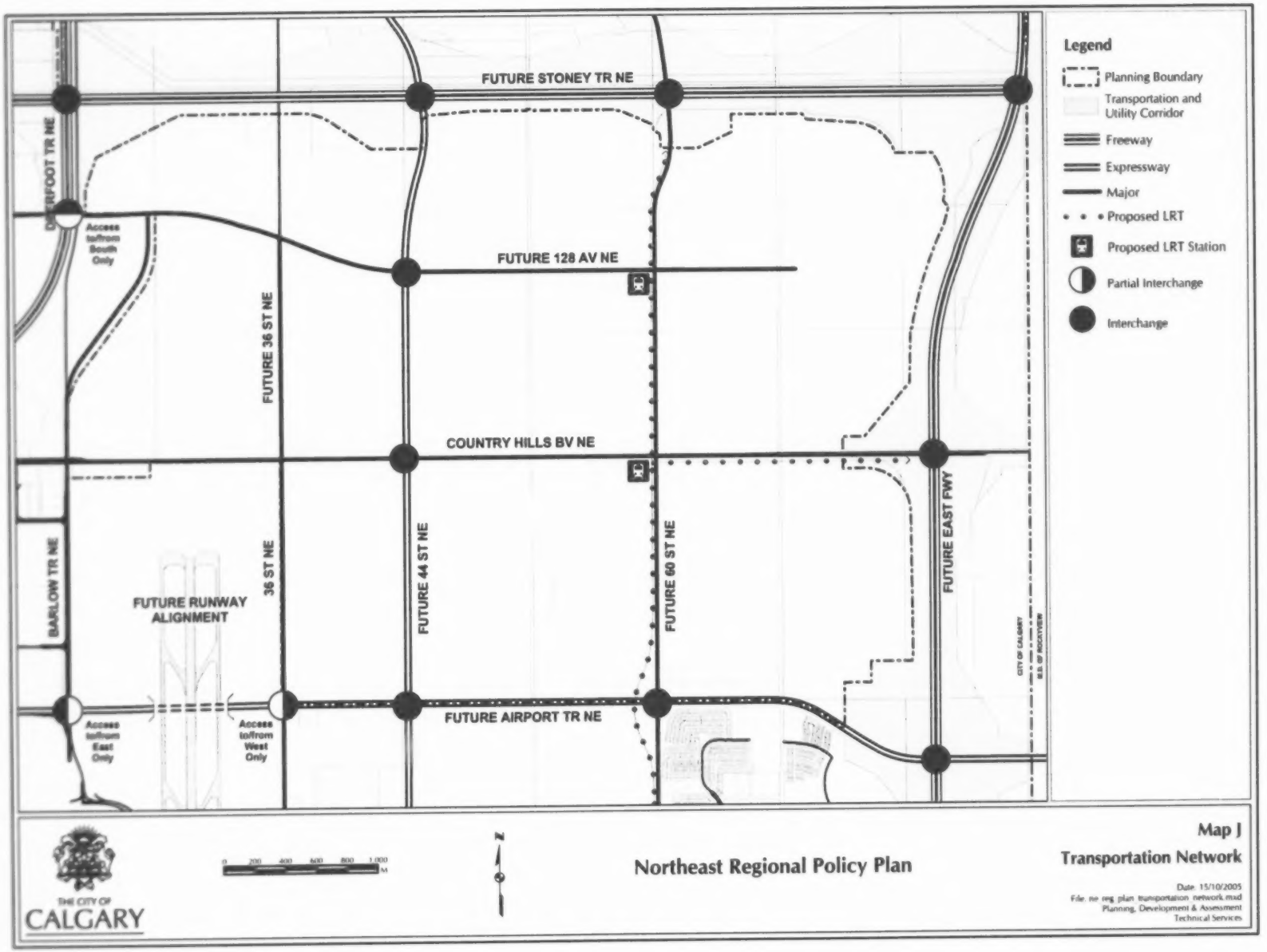
The future provincial East Freeway NE defines the eastern boundary of the Plan area and is classified as a freeway. The Plan area can be accessed from East Freeway NE via future grade-separated interchanges at Country Hills Boulevard NE and Airport Trail (96th Avenue NE).

6.1.3 Airport Trail (96th Avenue NE)

Airport Trail NE (96th Avenue NE) defines the southern boundary of the Northeast Planning Area and is classified as an expressway. Grade separated interchanges will ultimately be constructed at both 44th Street NE and 60th Street NE and a partial grade separated interchange to be constructed at 36th Street NE allowing for movements to and from the west.

6.1.4 Country Hills Boulevard NE

Country Hills Boulevard is designated as a Major road and is the primary east-west transportation link through the Plan area. A grade-separated interchange will ultimately be constructed at 44th Street NE.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BARLOW TR NE
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36 ST NE
FUTURE 44 ST NE
FUTURE 60 ST NE
FUTURE EAST FWY
Access to/from East Only
Access to/from West Only
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Freeway
Expressway
Major
Proposed LRT
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Partial Interchange
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Technical Services

6.1.5 128th Avenue NE

128th Avenue NE is designated a Major road and crosses the majority of the Plan area from west to east. A grade-separated interchange will ultimately be constructed at 44th Street NE. At grade intersections will be constructed at Barlow Trail NE, 36th Street NE and 60th Street NE.

6.1.6 Barlow Trail NE

Barlow Trail NE is designated a Major road and forms a portion of the western boundary of the Plan area. At grade intersections will be constructed at 128th Avenue NE and Country Hills Boulevard NE along with ultimately a partial grade separated interchange to be constructed at Airport Trail NE (96th Avenue NE) allowing for movements to and from the east.

6.1.7 36th Street NE

36th Street NE is designated a Major road and crosses most of the Plan area from north to south, within the industrial portion of the Plan area. A partial grade-separated interchange will ultimately be constructed at Airport Trail (96th Avenue NE). At-grade intersections will be constructed at Country Hills Boulevard NE and 128th Avenue NE.

6.1.8 44th Street NE

44th Street NE is classified as an expressway and crosses the Plan area north to south. It forms the boundary within the Plan area between the industrial area to the west and the residential area to the east. Grade separated interchanges will be ultimately be constructed at Airport Trail (96th Avenue NE), Country Hills Boulevard NE, 128th Avenue NE and Stoney Trail NE.

6.1.9 60th Street NE

60th Street NE is designated as a Major road and crosses the Plan area north to south. Grade separated interchanges will ultimately be constructed at Airport Trail (96th Avenue NE) and Stoney Trail NE. At-grade intersections will be constructed at Country Hills Boulevard NE and 128th Avenue NE. Additionally, the LRT alignment will parallel the west side of 60th Street NE.

6.2 Subarea Transportation Model

The transportation modeling was based on a future years population for Calgary of 1.5 million people with full development within the Northeast quadrant of Calgary, including the Plan area. The transportation modeling built upon previous analysis that was undertaken in conjunction with the Calgary Airport Authority as part of preparation of the Airport Master Plan. This work established modifications to the future Northeast road network to accommodate full land build out in Northeast Calgary south of the Transportation and Utility Corridor, future expansion of Airport facilities to accommodate increased air cargo and passenger volumes, and included the proposed airport runway located east of Barlow Trail NE. The transportation modeling network included the major expressways of Airport Trail from Deerfoot Trail NE to the East Freeway, 44th Street NE from McKnight Boulevard NE to Stoney Trail NE, and the East Freeway from Stoney Trail NE to Highway 22X.

7.0 CELLS

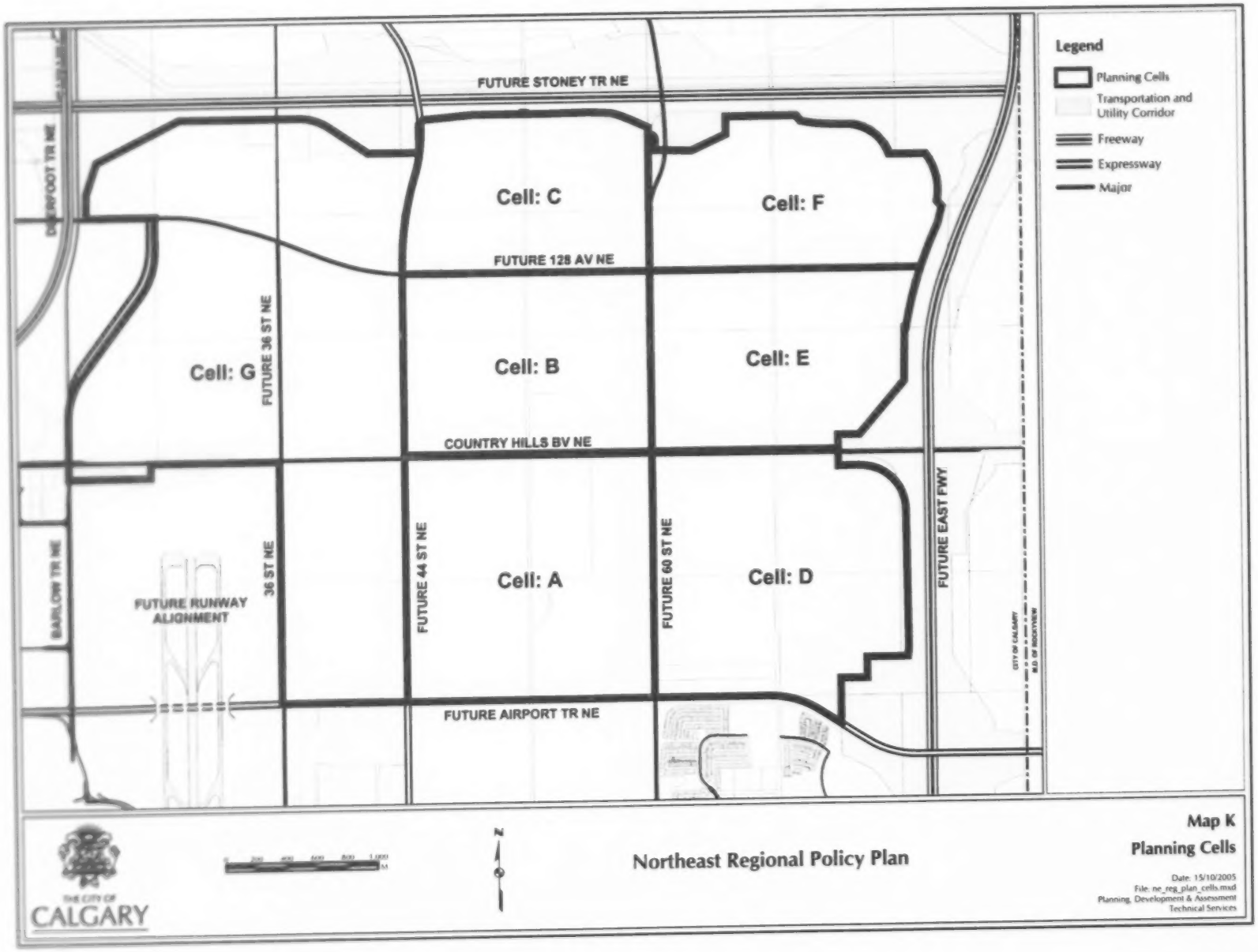
7.1 Area

The Plan is comprised of six residential cells, which incorporate a Core Centre and one industrial cell located west of the 44th Street NE. These cells are defined by the regional road network and the Transportation and Utility Corridor, as identified on Map K. The area of each cell is shown in the following table:

Table 2: Area of Cells

Cells	Gross Area Hectares* (ac*)
A	265 (656)
B	195 (481)
C	162 (401)
D	260 (643)
E	192 (476)
F	168 (414)
G	570 (1,409)
Total	**1,812 (4,480)**

*Notes: * areas are approximate only*
The terms gross area is defined in the Glossary.
The figures in this table are projections only and subject to refinement at Outline Plan/Land Use Amendment stage.


Legend
Planning Cells
Transportation and Utility Corridor
Freeway
Expressway
Major
FUTURE STONEY TR NE
BIGFOOT TR NE
Cell: C
Cell: F
FUTURE 128 AV NE
Cell: G
FUTURE 36 ST NE
Cell: B
Cell: E
COUNTRY HILLS BV NE
BARLOW TR NE
36 ST NE
FUTURE RUNWAY ALIGNMENT
FUTURE 44 ST NE
Cell: A
FUTURE 60 ST NE
Cell: D
FUTURE EAST FWY
CITY OF CALGARY
M.D. OF ROCKYVIEW
FUTURE AIRPORT TR NE
THE CITY OF CALGARY
N
Northeast Regional Policy Plan
Map K
Planning Cells
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7.2 Population and Dwelling Units Projections

The projected population and the number of dwelling units for the Plan area are shown in the following table:

Table 3: Projected Population and Dwelling Unit Yield Ranges[1]

Cell	Projected Population Range (6-8 upa)2 (Projected Dwelling Unit Yield Range)3
A	10,170 – 13,560 (3,390 – 4,520)
B	7,992 – 10,656 (2,664 – 3,352)
C	6,102 – 8,136 (2,034 – 2,712)
D	11,376 – 15,168 (3,792 – 5,056)
E	6,516 – 8,688 (2,172 – 2,896)
F	2,502 – 3,336 (834 – 1,112)
Total	**44,658 – 59,544 (14,886 – 19,648)**

Note:

1 The area calculations for each cell area excludes potential ER, Conservation Study Area, LRT Stations, LRT ROW and Park 'and Ride, high school site, recreational facilities, library, tri -services site and commercial/retail areas.

2 Based on an occupancy rate of 3.0 persons per dwelling for developing suburban communities (Land Use Planning & Policy 2005)

3 The target density range for each community is between 6 units per gross developable acre and 8 units per gross developable acre.

8.0 Core Centre

Table 4: Core Centre Components

Precinct (Function)	Gross Area ha* (ac*)
Main Street Retail	7 (18)
LRT station / Park 'and Ride Facilities	7 (18) (Park and Ride); 2 ha (5 ac) LRT station
Recreation Facility	2.5 (6)
Library	0.4 (1)
Senior High School	9 (23)
Multi-family Residential Area	8 – 12 (20-30)
Total	**39.9 – 43.9 (101 – 111)**

*Notes: * areas are approximate only*
The size of the Core Centre components will be determined through subsequent planning processes.

8.1 Core Centre Location

The Core Centre comprises a number of important local and regional components that bring together a wide range of land uses within a centralized, hub location to serve the residential area within the Plan area. The Core Centre will include a future LRT station, public facilities including a recreation complex and library, senior high school site, a main street retail area and associated commercial and retail uses and multi-family residential development. In conjunction with the future LRT station and public facilities, the Core Centre area provides an opportunity for development of a community hub and gathering location, and incorporates a pedestrian and transit oriented environment with a main street retail area and higher density residential development.

The majority of commercial development within the Core Centre is located south of Country Hills Boulevard NE and west of 60th Street NE. The Core Centre location was selected for its centralized location within the residential area and to incorporate the planned LRT station, an integral component to the function and success of the Core Centre.

The more detailed design and composition of this mixed-use Core Centre will be developed through the ASP preparation process and submittal of a detailed Concept Plan for the Comprehensive Planning Area prior to Outline Plan/Land Use Amendment approval being granted within this area. The integration of uses within the Core Centre can pertain to adjacent land uses, and integration at the block level as well as mixed-use abilities within

buildings. The design of the public realm and the pedestrian environments will be important areas of focus within both the ASP and required Concept Plan for the Comprehensive Planning Area.

8.2 Core Centre Components

8.2.1 Main Street Retail

The main street component will encompass approximately 7 hectares of land and integrate local and specialized retail uses, residential uses and public facilities such as an LRT station. The main street will have a pedestrian focus in its land use and design and will be characterized by features including curb parking, street oriented retail and pedestrian amenities. The main street retail will provide for the daily shopping needs of residents of the surrounding areas, and function as a community gathering area in association with the other public amenities within the Core Centre. Additionally, residential development will be integrated into the main street retail area.

8.2.2 LRT Station and Park and Ride Facility

Rapid transit and ultimately an LRT station will service the Core Centre. The future LRT station is a central component of the pedestrian orientation of the Core Centre, reflecting the Transit Oriented Design Guidelines. A park 'and ride site will be located within walking distance, but not necessarily adjacent to the LRT station or major transit hub site, and thus may not be required to be located specifically within the Core Centre. The park and ride site will contain approximately 1,300 parking stalls and encompass approximately 7 hectares of land. Opportunities for joint use of the LRT park and ride stalls should be encourage with other compatible uses, including a recreation centre and/or library. Development types and form around the LRT station will be transit supportive, mutli-family residential development.

8.2.3 Recreation Facility

A recreation facility will be located within the Core Centre, requiring approximately 2.5 hectares of land, providing service to the residential areas within the Plan area. The facility will be located to ensure pedestrian access to the LRT station however the location of the facility parking area should not compromise the pedestrian orientation of the Core Centre.

8.2.4 Library

The Core Centre will include a library, to be built in conjunction with the recreation facility. The library will require approximately 0.4 hectares of land and will share the recreational facility parking area.

8.2.5 Senior High School

The Core Centre will include a senior high school site, located generally as shown on the Land Use Concept map. The specific location of this site will be refined through the ASP preparation process and the site should be sized and designed to meet the needs of the Calgary Board of Education. Additionally, the high school site should be located in close proximity to transit service and integrated, including pedestrian connections, with the rest of the Core Centre area.

8.2.6 Multi-Family Residential Area

Multi-family residential development should be provided with the Core Centre to maximize transit efficiencies, facilitate pedestrian access to the LRT station while also increasing activity and vitality within the main street retail area. The residential development will require approximately 8 hectares of land. Portions of the residential area may be permitted to occur outside of the specific Core Centre area but should be located within walking distance to the LRT station and retail area. Additionally, residential units on the upper floor(s) of the main street retail area is encouraged to further enhance the level of pedestrian activity and '24-7' use within this area.

8.2.7 Additional Commercial Uses

Additional commercial uses may be allowed with the Core Centre and may include small and medium format Core Commercial uses, accessory to the main street retail area, and Core Commercial uses on the northwest quadrant of the Comprehensive Planning Area, at the northwest corner of the intersection of Country Hills Boulevard NE and 60th Street NE. Such additional commercial uses shall demonstrate that they are complimentary, compatible and do not detract from the function of the main street retail area.

9.0 COMMERCIAL DEVELOPMENT

9.1 Commercial Land Requirements

The projected range of retail floorspace and net developable commercial land required within the Plan area is identified within the following table:

Table 5: Commercial Demand

Northeast Regional Policy Plan Area		
Demand	**Gross Floor Area**	**Net Developable Land[3]**
Optimal Demand[1]	139,355 m2 (1, 500,000 ft2)	60ha. (150 ac.)
Base Demand[2]	99,870 m2 (1,075,000ft2)	44 ha. (108 ac.)

NOTE:

1. *Retail Demand Projection provided by Hudema Consulting Group Limited, Northeast Regional Policy Plan Area, October, 2004. This projection is based upon a market share analysis, and for the purpose of formulating policy, the retail floorspace and commercial land projection is considered to be the maximum or optimal amount required for the Northeast Regional Policy Plan Area. This figure will be reviewed in further detail, and will be revised as required, at the Outline Plan/Land Use Amendment stage through the submittal by the applicant of a Market Demand Analysis Report.*
2. *Retail Demand Projection provided by Land Use Planning & Policy, City of Calgary, June, 2005 This projection is based upon a per capita share analysis and for the purpose of formulating policy it is considered to represent the minimum or base amount of retail floorspace or commercial land required within the Northeast Regional Policy Plan Area. The projection is derived assuming a population of 50,000 (at a density of 7 units per acre) and an average of 21.5 square feet of retail floorspace/person.*
3. *The conversion of retail floorspace to net developable land assumes a floor area ratio on a commercial site of 0.25.*

9.2 Commercial Framework

9.2.1 Purpose

The purpose of this commercial framework is to provide support in the formulation of Area Structure Plan policy, and evaluation of Outline Plan/ Land Use Amendment applications for sector and regional commercial centres within the Plan area. The strategy is considered to be flexible and is to be applied as determined appropriate to the specific situation.

9.2.2 Definitions

Two categories of sector or regional commercial centres will be allowed within the Plan area: (a) Core Commercial uses; and (b) Gateway Commercial Centres. These type of commercial centres are defined as follows:

(a) Core Commercial uses comprise sector scale commercial centres that are located central to a community, or several interrelated communities, and are intended to serve as a multi-functional, community-oriented retail, employment and recreational focus for the area. Core Commercial uses will be located within the Core Centre, and include a main street retail area, and accessory commercial uses as deemed compatible and complimentary, and are characterized by

(i) a pedestrian oriented, walkable and compact design that is integrated with and integral to the Centre,

(ii) multi-dwelling residential development that supports the Centre,

(iii) strong and efficient public transit that serves the Centre,

(iv) well defined pedestrian connections that link the Centre to the balance of the community,

(v) recreational amenities that enhance the social environment of the Centre,

(vi) public buildings and facilities that reinforce that function of the Centre,

(vii) office uses that strengthen the employment base of the Centre,

(viii) in addition to the above, retail uses that improve and compliment the role and marketability of the Core Centre may be allowed but large format uses should only be considered, and their use minimized, where it is deemed necessary to retain the planned function of the Centre, and where such uses do not detract from the function of a Gateway Commercial Centre.

(b) Gateway Commercial Centres comprise a sector or regional-scale centre that is located on the periphery of the community that is located within a business/industrial area and is intended to serve predominantly as a regional oriented retail focus for a broad trade area. A Gateway Commercial Centre complements and does not compromise, compete or detract from the function of a Core Centre. A Gateway Commercial Centre will be characterized by

(i) a vehicle oriented design that provides convenient connections, access and parking for a wide trade area, while providing for pedestrian orientation within a Centre,

(ii) an emphasis on servicing a regional commercial market that emphasizes larger format retail uses,

(iii) a narrower function that focuses primarily on retail, and supports light industrial and/or business park uses, where deemed compatible and appropriate, as opposed to residential, institutional and recreational uses,

9.2.3 Principles

The approach to be taken in formulating commercial policies within an Area Structure Plan are embodied within the following principles:

(a) The Northeast Regional Policy Plan area should contain a comprehensively planned retail hierarchy to complement and support the function of the Plan area.

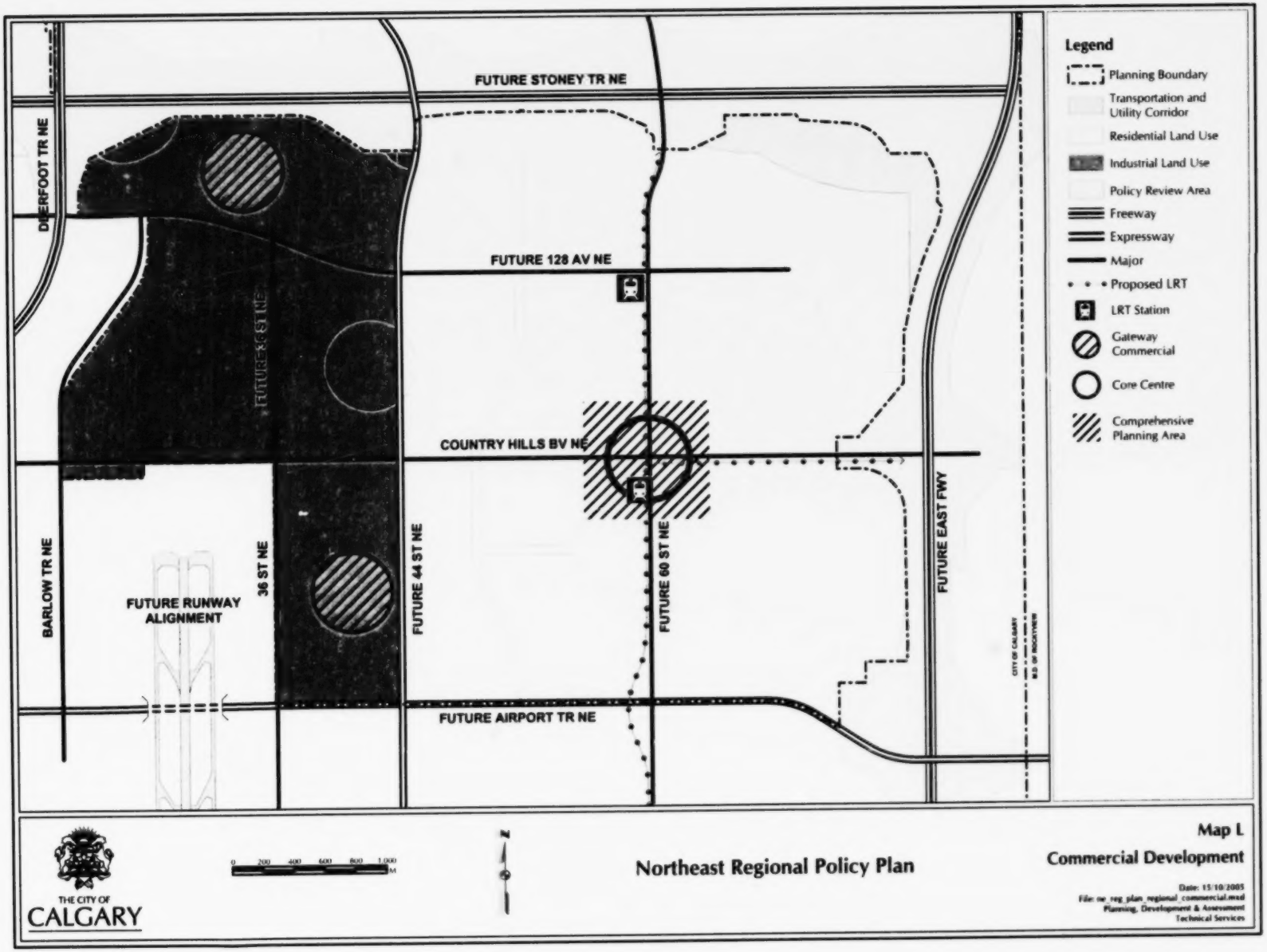
(b) The minimum amount of commercial development allocated within the Plan area, within each individual ASP, should be consistent with the projected base demand for the entire Plan area. This amount may be reviewed and amended at the ASP preparation stage, and/or Outline Plan/Land Use Amendment application stage, pending the submittal of a current market demand analysis at that time.

(c) The maximum amount of commercial development allocated within the Plan area should be consistent with the projected optimal demand for the area. This amount may be reviewed and amended at the ASP preparation stage, and/or Outline Plan/Land Use Amendment application stage, pending the submittal of a current market demand analysis at that time.

(d) This viability of Core Commercial uses, and overall the Core Centre, is a priority, and their viability should be retained and not compromised by Gateway Commercial Centres. Policies to reinforce this principle should be incorporated into the planning documents.

(e) The location of future commercial centres, except for local commercial centres, should be identified symbolically on a concept map within the ASP, and the minimum size required for that centre identified through policy statements in the specific ASP.

(f) The Commercial Development Map (Map L) should be updated as necessary to reflect decisions on the location of commercial centres made through the ASP process.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FUTURE 84 ST NE
COUNTRY HILLS BV NE
BARLOW TR NE
36 ST NE
FUTURE RUNWAY ALIGNMENT
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Policy Review Area
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Expressway
Major
Proposed LRT
LRT Station
Gateway Commercial
Core Centre
Comprehensive Planning Area
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Commercial Development
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9.2.4 Concept

Gateway, and Core Commercial uses located within the Core Centre, should be depicted conceptually on the Land Use Concept Map within an Area Structure Plan. Matters relating to the size, composition and design of these commercial centres should be addressed in further detail at both the ASP and Outline Plan/Land Use Amendment stage. The conceptual depiction of these centres, as identified on the Land Use Concept Map, is not meant to confer a right, but rather the opportunity to make an Outline Plan/Land Use Amendment application only. The specific Outline Plan/Land Use Amendment application will be reviewed on its own merits, and the decision on a commercial centre will remain discretionary and an application may not necessarily be approved.

9.2.5 Criteria

A Gateway Commercial Centre and a Core Commercial use within the Core Centre should

(a) be justified based on market demand,

(b) be analysed in terms of its

  (i) market context and impact on adjacent, existing or proposed commercial centres within its defined area of market influence,

  (ii) its phasing and timing in relation to the development of the trade area being served.

(c) not compromise the capacity of the ultimate planned road network for the area,

(d) not compromise the capacity of the downstream road network as it develops overtime,

(e) provide for suitable access and parking to serve the site,

(f) be suitably and appropriately served with municipal utilities,

(g) be designed in a compatible and appropriate manner in relation to adjacent properties and public roads.

9.2.6 Analysis

A Gateway Commercial Centre and Core Commercial uses within the Core Centre should require the submission of the following analysis:

(a) Market Demand Analysis – to identify the need for a commercial centre to serve the subject area of the City.

(b) Market Impact Analysis – to identify the appropriate timing and phasing of the commercial centre in relation to the trade area (population) being served.

(c) Transportation (Demand) Modelling Analysis – to ensure that the ultimate transportation network can suitable accommodate the ultimate planned land use pattern (e.g. commercial centre and surrounding land uses).

(d) Transportation Staging Analysis – to identify the staging of major downstream infrastructure improvements required in relation to the phasing of commercial development.

(e) Transportation Impact Analysis – to identify the access and localized road network improvements required to serve the site.

(f) Financial Analysis – to identify those transportation infrastructure improvements that are directly related to the commercial centre (not the background traffic), the timing of the infrastructure improvements, the responsibility (City or developer) and the financing mechanism required to ensure they are constructed in concert with commercial development.

(g) Servicing Analysis – to identify the method of servicing the comercial development with sewer, stormwater and water utilities.

(h) Design Analysis – to identify any unique design requirementsthat need to be applied to the commercial centre through the land use controls.

9.2.7 Design

A proposed Gateway Commercial Centre and/or Core Centre commercial development should submit a Concept Plan and Planning Report that demonstrates that the design of the centre reflects its planned function, ensuring that their respective functions are distinctly separate from one other and do not detract from the function of each other. The Concept Plan and Planning Report should address and include, but is not limited to, the

following general principles and guidelines. These principles and guidelines are conceptual only and will be subject to further review and analysis at both the ASP and Outline Plan/Land Use Amendment stage:

(a) Composition and Function:

(i) Gateway Commercial Centre
- Is located within the Industrial area of the Plan and is comprised predominantly of larger format regional retail and commercial uses.

(ii) Core Centre
- Is located within the Residential area of the Plan and is intended to provide for the daily shopping needs of surrounding residential areas.
- Functions as the community hub with the inclusion of public facilities and/or amenities.
- May include support office or employment uses.

(b) Design Principles:

(i) Gateway Commercial Centre
- Is predominantly automobile based while incorporating pedestrian orientation.

(ii) Core Centre
- Pedestrian and transit oriented.
- Includes a main street design within the main street retail area.
- Lower parking stall ratio.
- Includes community gathering areas.
- Integration of multi-family residential development.
- Integration of public and transit facilities.

9.2.8 Adjudication

Recognizing that in the case where commercial centres compete for limited market demand or transportation capacity, this competition may be adjudicated by the Approving Authority or Council in the following ways depending on the circumstances:

(a) Submission Timing – preference may be given to the first completed application submitted or the first application to resolve its outstanding issues.

(b) Strategic Planning – preference may be given to a commercial application for strategic planning reasons where the commercial centre demonstrates advantages in terms of jurisdictional competition or trade area served.

(c) Controlled Staging – preference may be given in an equitable but staged manner in which each commercial centre is allowed to develop on a stage basis with each stage evaluated before another stage is approved.

In all cases, the adjudication should not result in the development of Core Centre commercial uses being compromised in relation for a Gateway Commercial Centre.

9.2.9 Conclusion

The preceding sections provide a framework for the on-going planning and evaluation of commercial centres within the Plan area. It is anticipated that this framework will need to be revised in response to changing market, planning and transportation factors, as well as development objectives. As such, the framework should be applied in a flexible and responsive manner, and revised as determined necessary to ensure that it remains practical and relevant over time.

10.0 PUBLIC TRANSIT AND PEDESTRIAN NETWORKS

10.1 Northeast LRT

The potential for future urban growth in the northeast sector of the city will require the extension of the northeast LRT line from the south to the Plan area (Map I). The LRT alignment will be located within the right-of-way on the western side of 60th Street NE. An LRT station is planned for the Core Centre area, near the southwest corner of the intersection 60th Street NE and Country Hills Boulevard NE, with an additional potential LRT station further to the north. Extension of the LRT line beyond the Core Centre location will depend on the potential extension of the LRT either to the north and/or east of the Plan area. If LRT is to be extended northward then the alignment would follow 60th Street NE and an additional neighhbourhood LRT station is possible in the vicinity of 128th Avenue NE and 60th Street NE. This potential northern LRT station will be a smaller site and will require approximately 2 ha. of land. A right-of-way is also required for potential LRT service extending north of Stoney Trail NE along 60th Street NE. It is also desirable to preserve the ability to extend the Northeast LRT to the east within the Country Hills Boulevard NE right of way to serve lands east of the future East Freeway.

As planning through the Area Structure Plans proceed, the specific LRT alignment and station location(s) should be further refined to allow for the dedication of the rights-of-way and land required for the stations at the Outline Plan/Land Use Amendment stage.

10.2 Transit Bus Routes

Prior to the establishment of any high capacity rapid transit service, both express bus service and local feeder bus service will serve the communities as the Plan area develops. Bus service will focus on serving local community trips schools and providing connections to regional transit services for travel to destinations outside the Plan area including the downtown. Prior to the extension of LRT, local feeder bus routes will connect the Plan area to existing LRT service and other communities to the south, along with crosstown bus service which will connect the Plan area to the south and west, primarily by Country Hills Boulevard NE. A bus route, potentially Bus Rapid Transit, will also provide transit service between the future Core Centre LRT station and Calgary International Airport, Aurora Business Park, and the industrial area within the Plan area. This bus service will also provide connections between these areas and the downtown, and areas to the west.

10.3 Park and Ride

Approximately 1,300 park and ride stalls will be required for the Core Centre LRT station, (possibly in conjunction with the recreation centre or library). The park and ride location may not be required to locate within the Core Centre but shall be located within walking distance to the LRT station. A park and ride lot of approximately 500 parking stalls may be required for a potential northern LRT station, near the intersection of 60th Street NE and 128th Avenue NE.

10.4 Regional Pathways and Bike Ways

A regional pathway and bikeway system will be extended throughout the Plan area. The location, alignment and design of the pathway/bikeway will be determined through the Area Structure Plan preparation process, and subsequent Outline Plan/Land Use Amendment stage.

11.0 REGIONAL AND COMMUNITY SERVICES SITES

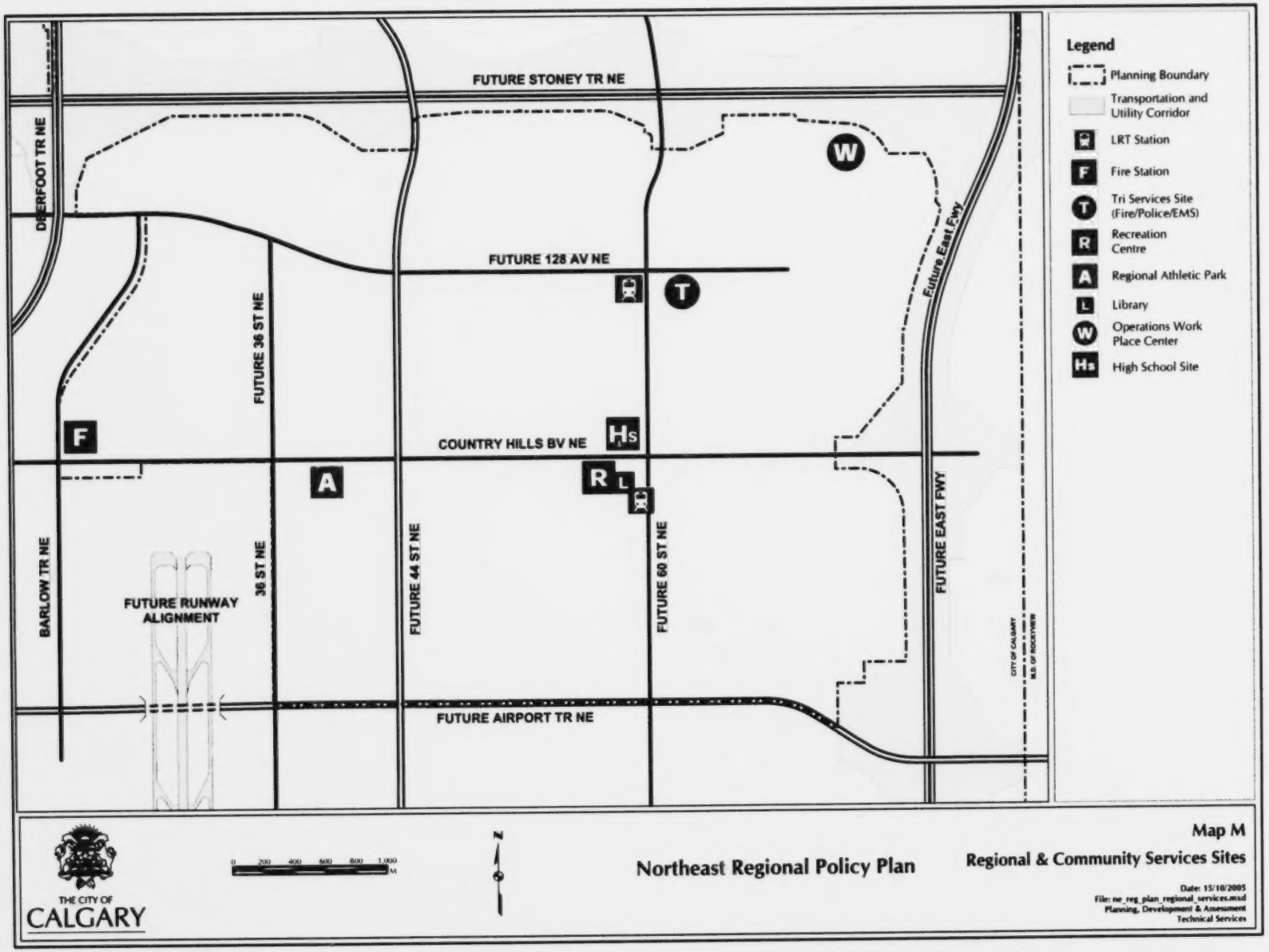
The Plan includes a number of regional public facilities and infrastructure components which include a public high school, public library, recreational facility, regional athletic park, an emergency services site (Fire, Police, EMS), a firehall, and a roads depot as identified on Map M. The detailed locational criteria and other considerations for these public facilities will be developed during the ASP preparation process.

11.1 Fire Station Sites

Currently, fire protection is provided to the Plan Area from Fire Station Number 32, located at 206 Saddleback Road NE (Saddle Ridge), as well as Fire Station Number 31, located at 11955 Country Village Link NE (Country Hills). A multi-services facility fire station, in conjunction with Calgary Police and Emergency Medical Services (EMS) is being planned within the residential area north of Country Hills Boulevard NE and east of 60th Street NE. A fire station is also planned for the industrial area, near the intersection of Barlow Trail NE and Country Hills Boulevard NE. Typically, fire stations are located to ensure maximum response times of 5 to 7 minutes. The specific location of the multi-services facility site and the fire station site will be addressed in further detail through the ASP preparation process.

Table 6: Fire Station Criteria

Criteria	Single Use Facility	Multi-service Facility	Comments
Site	Minimum size – 0.4 ha. (1.0 ac.)	Minimum size - 2 ha. (5.0 ac.)	Requires a 1,300 sq.m. (total) building for single use, or 4,645 sq.m. (total) for multi-service facility.
Response Time	5 to 7 minutes	5 to 7 minutes	Quickest response time to all areas within service area.
Access	Critically Important	Critically Important	Location should be close to, or have direct access to, major roadways; preferably a corner lot.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DEERFOOT TR NE
FUTURE 128 AV NE
FUTURE 36 ST NE
COUNTRY HILLS BV NE
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Fire Station
Tri Services Site (Fire/Police/EMS)
Recreation Centre
Regional Athletic Park
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High School Site
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Regional & Community Services Sites
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11.2 Emergency Medical Services (EMS) Sites

An Emergency Medical Services (EMS) facility is planned as part of the tri-services facility (Fire, EMS, Police) within the residential area north of Country Hills Boulevard NE and east of 60th Street NE. The specific location of the tri-services facility site will be addressed in further detail through the ASP preparation process.

Table 7: EMS Facility Information

Criteria	Details	Comments
Site	3,000 square foot building and parking bays on a 1/3 acre site.	Can be housed as a separate facility but typically is in partnership with planned Fire or Tri-Services Facilities.
Service Area	8 minutes	Based on the areas that can be reached within 8 minutes. This depends on the road types and network that surround each station.

11.3 Police Services Sites

A Calgary Polices Services facility is planned for the Plan area as part of the future tri-services facility site (Fire, EMS, Police) within the residential area, north of Country Hills Boulevard NE and east of 60th Street NE. The specific location of the tri-services facility site will be addressed in further detail through the ASP preparation process.

The following is a summary of Police Service facility location criteria.

Table 8: Calgary Police Service Facility Information

Criteria	Single Use Facility	Multi-Service Facility	Comments
Site	Requires 1.2 ha. (3 ac.) and a 20,000 square foot building if police station is a stand alone model.		
	Requires 1.6 ha. (4 ac.) and 35,000 square foot building when in partnership with Fire, EMS, or social service facility.	A Multi-Service Facility which includes Police, Fire, EMS, and/or Community and Social Development Business Units.	
Population Threshold	80,000	80,000	A temporary "leased" community station is usually established first and a permanent station may be developed as the area grows.
Access	Highly Important	Highly Important	Located adjacent to major roadways.

11.4 Library Service Sites

The Calgary Public Library is responsible for the planning and delivery of a comprehensive program of library services that are responsive to community needs and readily accessible to all residents. The planning model for new libraries is based on population and distance from existing facilities. The target is for all city residents to live within an average travel distance of 3.5 kilometres from a public library, with a minimum population base of 40,000 people in the projected service area. The Calgary Public Library requires a site within the Plan area for a community-sized library of 1,400 -1,850 square metres (15 - 20,000 sq. ft.) within the Core Centre. The Calgary Public Library will seek partnerships in a shared use facility such as a recreation centre. The approximate timing of a public library facility is within the 2020-2025 timeframe and funding will need to be aligned with that of other potential partners. The specific location of a library site will be addressed in further detail through the ASP preparation process. Some of the site criteria for a public library facility include:

Table 9: Library Facility Information

Criteria	Details	Comments
Site	15,000 - 20,000 square foot building envelope for a community library.	Requires a convenient and highly visible location adjacent to a major community focal point and public transit.
Catchment Distance	3.5 km for a community library.	
	Long range planning for community and regional area libraries consider population and the distance to existing libraries.	
Population Threshold	40,000 – 60,000 for a community library.	
Access	Highly important, including transit and pedestrian access.	Functional traffic pattern for convenient vehicular access. 30-60 parking stalls required, potential opportunities to share stalls with other users.

11.5 Regional Athletic Park

Regional recreation parks are intended to provide general recreation space within the city and to meet a number of recreational needs for a region (a number of communities). A regional athletic park, approximately 8 ha. (20 ac.) in size, has been identified for the Industrial area within the Plan area, to be located west of 44th St. NE, south of Country Hills Boulevard NE, and east of 36th Street NE. However, the specific location of the regional athletic park site will be addressed in further detail through the ASP preparation process. Some of the site criteria for a regional athletic park include:

Table 10: Regional Athletic Park

Criteria	Details	Comments
Site	8 ha. (20 ac.)	Will be located within the Industrial area.
Access	Highly Important	Collector or arterial road access
Connectivity	Highly Important	Connections to the regional pathway system to provide access to non-vehicular users are very important.

11.6 Recreation Centre

The City has identified the need for a recreation centre within the Plan area. The recreation centre will be located within the Core Centre and will require approximately 2.5 ha. (6 ac.) of land. The primary catchment area for the recreation centre will be the residents of the Plan area, but it will also be available for use by surrounding communities and members of the general public. Although typical community based recreation centres include amenities such as aquatic facilities, gymnasia and community facility space, the specific amenities of the centre will be determined through a needs and preference survey of residents. The recreation centre will function as a key community component of the Core Centre, and as a result, The City will pursue partnerships with other providers offering services to the community in order to develop a shared-use facility which has the potential to meet the diverse health, leisure, educational and social needs and interests of the residential area. A planned park and ride site for the LRT station could be shared jointly between the LRT station and the recreation centre, depending on location criteria. The specific location of the recreation centre site will be addressed in further detail through the ASP preparation process. Some of the site criteria for a community recreation centre include:

Table 11: Recreation Centre

Criteria	Details	Comments
Site	2.5ha. (6ac.) 2,800-6,500 (30,000 – 70,000 sq. ft.) building envelope	Located within the Core Centre.
Service Level Population	40,000 – 80,000 for a Level 2 community recreation centre	Potential partnerships within surrounding communities may influence the size, design and available amenities of the centre.
Access	10 - 30 minutes via walking, biking or public transit 5-15 minutes driving	In order to support access by a range of travel modes, facilities should be located on major transit routes and must connect geographic hubs and other recreation and community facilities by natural and hard surface pathways, including the regional pathway system.

11.7 High School Site

The Calgary Board of Education (CBE) has indicated that they require one (1) senior high school site within the Plan area, requiring approximately 9 ha. (23 ac.) of land. The site is to be located within the Core Centre, located north of Country Hills Boulevard NE and west of 60th Street NE, within walking distance of the future LRT station. The specific location of the high school site will be addressed in further detail through the ASP preparation process. The Calgary Catholic School District (CCSD) has indicated that they do not require a senior high school site within the Plan area. Some of the site criteria for high school sites include:

Table 12: Senior High School Site Information

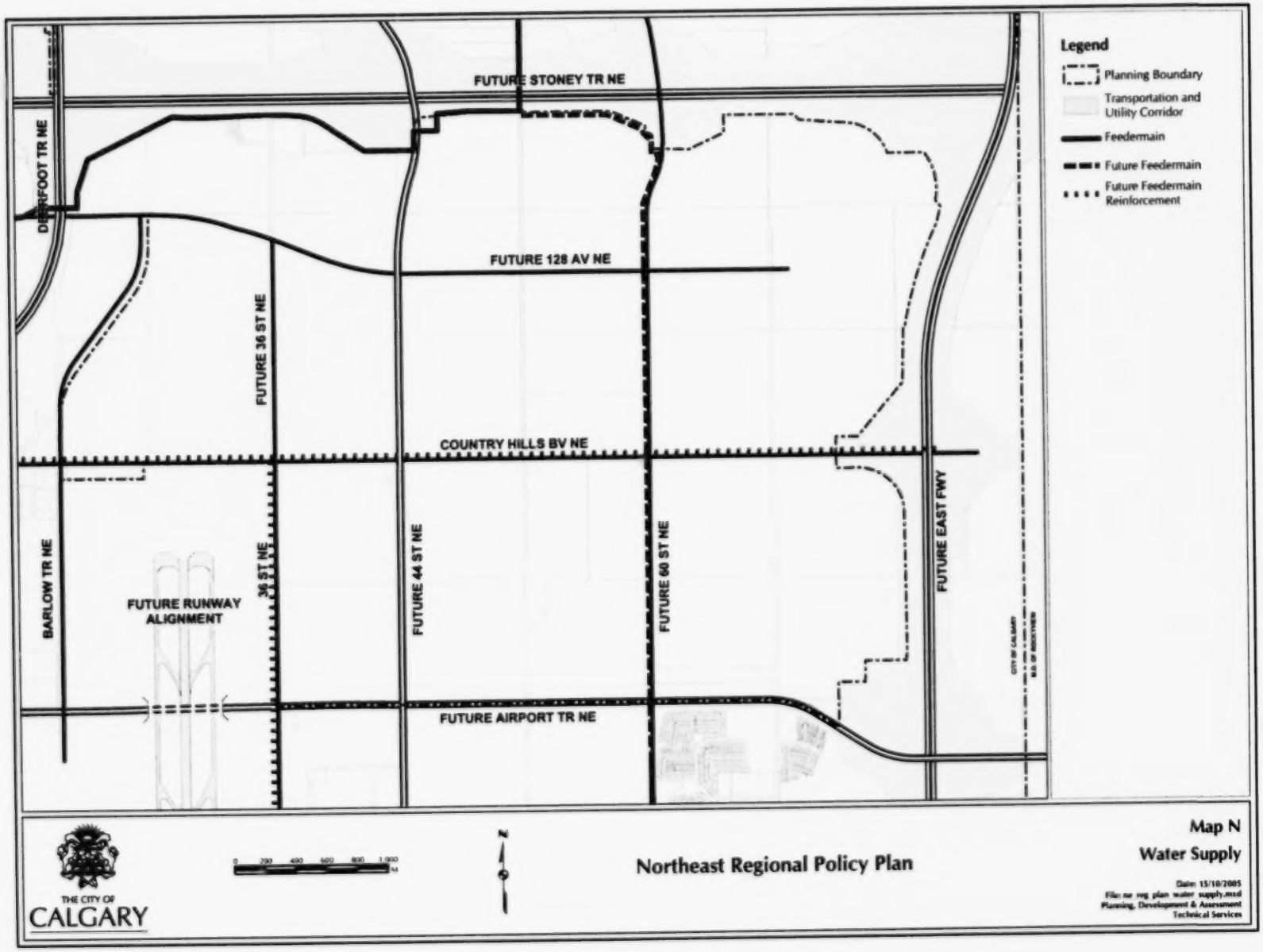
Criteria	Calgary Board of Education
Population Base	25,000 to 50,000
Students per School	1,500
Employee Base	n/a
Site Size (Acres)	9 ha. /23 ac. (10 ac. for building envelope and 13 ac. for sportsfield)
Synergies	No single model exists, although it is preferable to locate adjacent to, or develop in partnership with, a recreation centre, library, skating rink, swimming pool, retail, LRT/Transit facility, and/or community hall.

12.0 UTILITY SERVICES

12.1 Water Supply

The Plan area falls entirely within the North Hill pressure zone, between the 1067 metre and 1107 metre contours. Water servicing will be provided by extension from the existing water distribution network, generally in place south of Airport Trail, and from a 900 mm feedermain extension on 60th Street NE between Stoney Trail NE and 92nd Avenue NE (Map N). As of 2006, no funding for this feedermain has been allocated within the ten year budget envelope.

The ultimate grading and alignment of the future 60th Street NE must be determined prior to any subdivision taking place, in order to allow for timely water servicing of the Plan area as a whole, and to accommodate the City Waterworks' requirements for the Northeast quadrant of the city, outside of the Plan area. Plan area developers will be required to provide working and interim easements (prior to dedication) for the feedermain installation along the entire right of way for the future 60th Street NE, between Stoney Trail NE and the future Airport Trail. The right of way is to be provided in conjunction with construction of the first phases of development within the Plan area.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DEERFOOT TR NE
FUTURE 128 AV NE
FUTURE 36 ST NE
COUNTRY HILLS BV NE
BARLOW TR NE
36 ST NE
FUTURE 44 ST NE
FUTURE 60 ST NE
FUTURE EAST FWY
FUTURE RUNWAY ALIGNMENT
FUTURE AIRPORT TR NE
Legend
Planning Boundary
Transportation and Utility Corridor
Feedermain
Future Feedermain
Future Feedermain Reinforcement
THE CITY OF CALGARY
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N
Northeast Regional Policy Plan
Map N
Water Supply
Date: 15/10/2005
File: ne reg plan water supply.mxd
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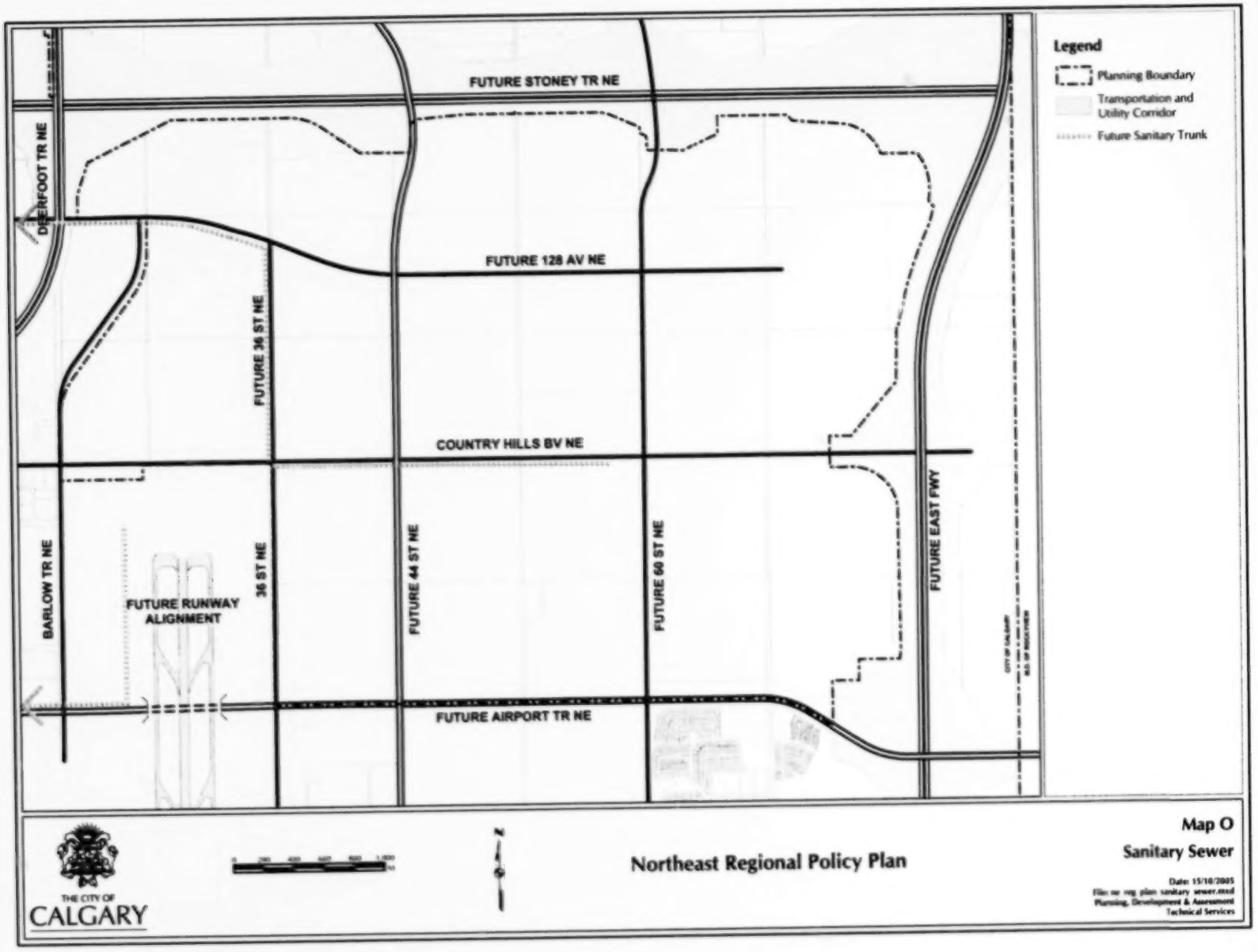
12.2 Sanitary Sewers

Sanitary servicing will be provided by a trunk extension from the Nose Creek sewer system (Map O). A servicing and finance agreement for the sanitary trunk line, that will generally follow the alignment of 128th Avenue NE, will need to be in place prior to development taking place within the Plan area.

The design criterion for this system has not yet been finalized and will be further refined through the ASP preparation process. The inflow and infiltration allowance that the Province utilizes will be required for this system (0.28 L/s/ha). A sanitary sewer study for the entire Plan area will be required for the first ASP.

Previous analysis has indicated that pumping in some areas may be required, dependent upon the final grades chosen. Typically, pumping systems are discouraged and should be minimized where possible and practical.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COUNTRY HILLS BV NE
BARLOW TR NE
36 ST NE
FUTURE RUNWAY ALIGNMENT
FUTURE 44 ST NE
FUTURE 60 ST NE
FUTURE EAST FWY
FUTURE AIRPORT TR NE
Legend
Planning Boundary
Transportation and Utility Corridor
Future Sanitary Trunk
THE CITY OF CALGARY
Northeast Regional Policy Plan
Map O
Sanitary Sewer
Date: 15/10/2005
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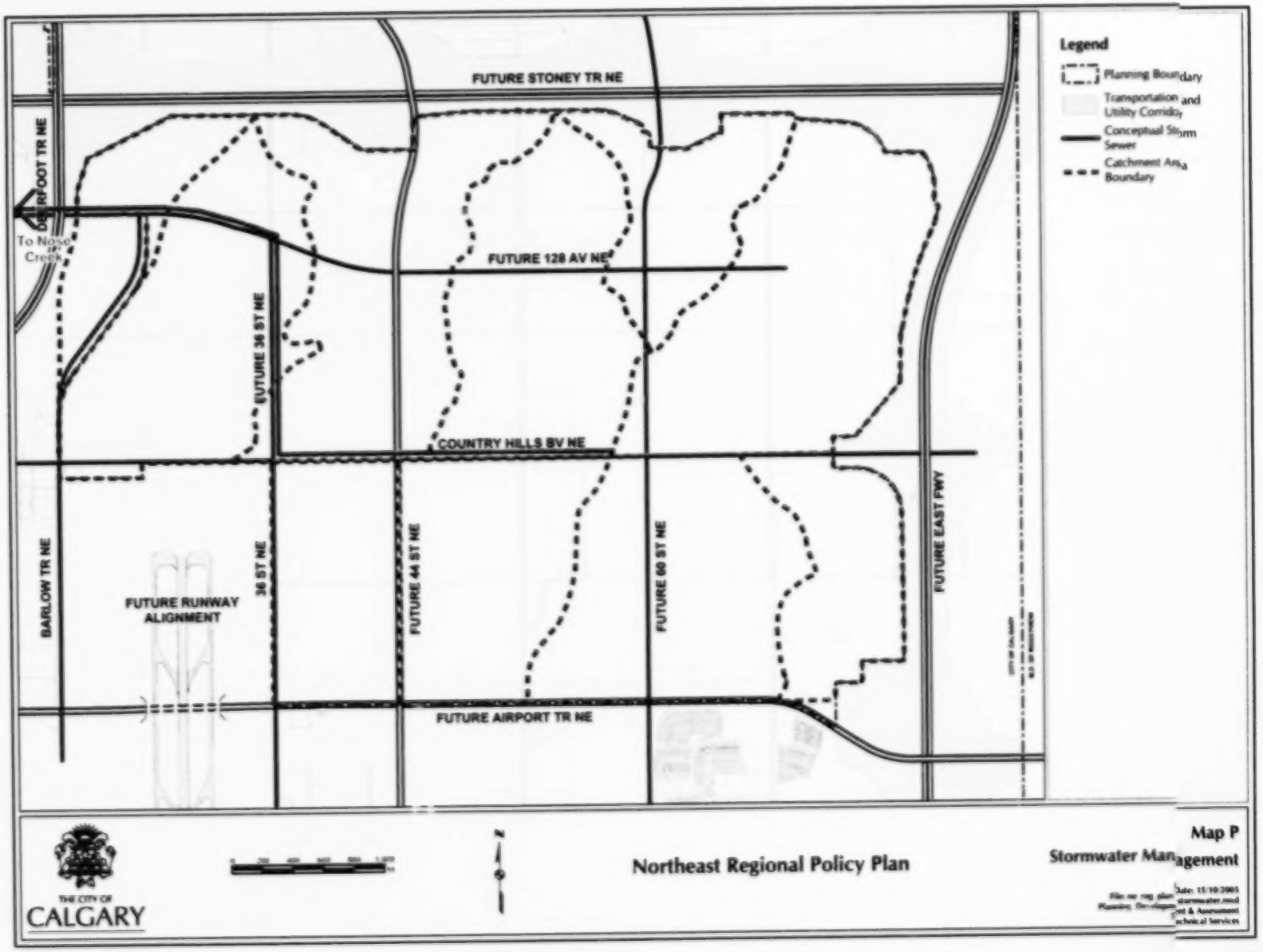
12.3 Stormwater Management

Stormwater servicing will be provided by a new outfall to Nose Creek (Map P). There is currently no municipal funding available within the next five (5) years to service the Plan area.

The stormwater management for the Plan area will be subject to the Water Management Plan (WMP) for the Nose Creek Watershed (draft, 2005), once the WMP is approved. The WMP warned that the unit release rate of 2.6 L/s/ha to Nose Creek for new development would impact the stream morphology. To lessen the impact, a minimum volume of runoff needs to be captured on site and it is to be reused, infiltrated or evaporated upon urbanization. The developer should apply the most appropriate source control Best Management Practices (BMPs) to the site. Two ongoing studies, the West Nose Creek Stream Corridor Assessment (2003) and the Nose Creek Basin Instream Flow Needs Study (2005), are supporting documents for the WMP for the Nose Creek Watershed through their proposed recommendations. Valued ecosystem components such as riparian areas, escarpments and wetlands should be integrated into the stormwater system where possible and practical. The stormwater management plan will be further refined through the ASP preparation process.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FUTURE AIRPORT TR NE
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Planning Boundary
Transportation and Utility Corridor
Conceptual Storm Sewer
Catchment Area Boundary
THE CITY OF CALGARY
Northeast Regional Policy Plan
Map P
Stormwater Management

13.0 SHALLOW UTILITIES

13.1 Natural Gas

The natural gas provider, ATCO Gas, will provide the natural gas distribution service for all customers who are connected to City water and sewer systems within the Plan area (Map Q). Atco Gas provision will be located generally as indicated on Map P. Further planning and design of natural gas services will occur at both the ASP and Outline Plan/Land Use Amendment stage.

13.2 Electricity

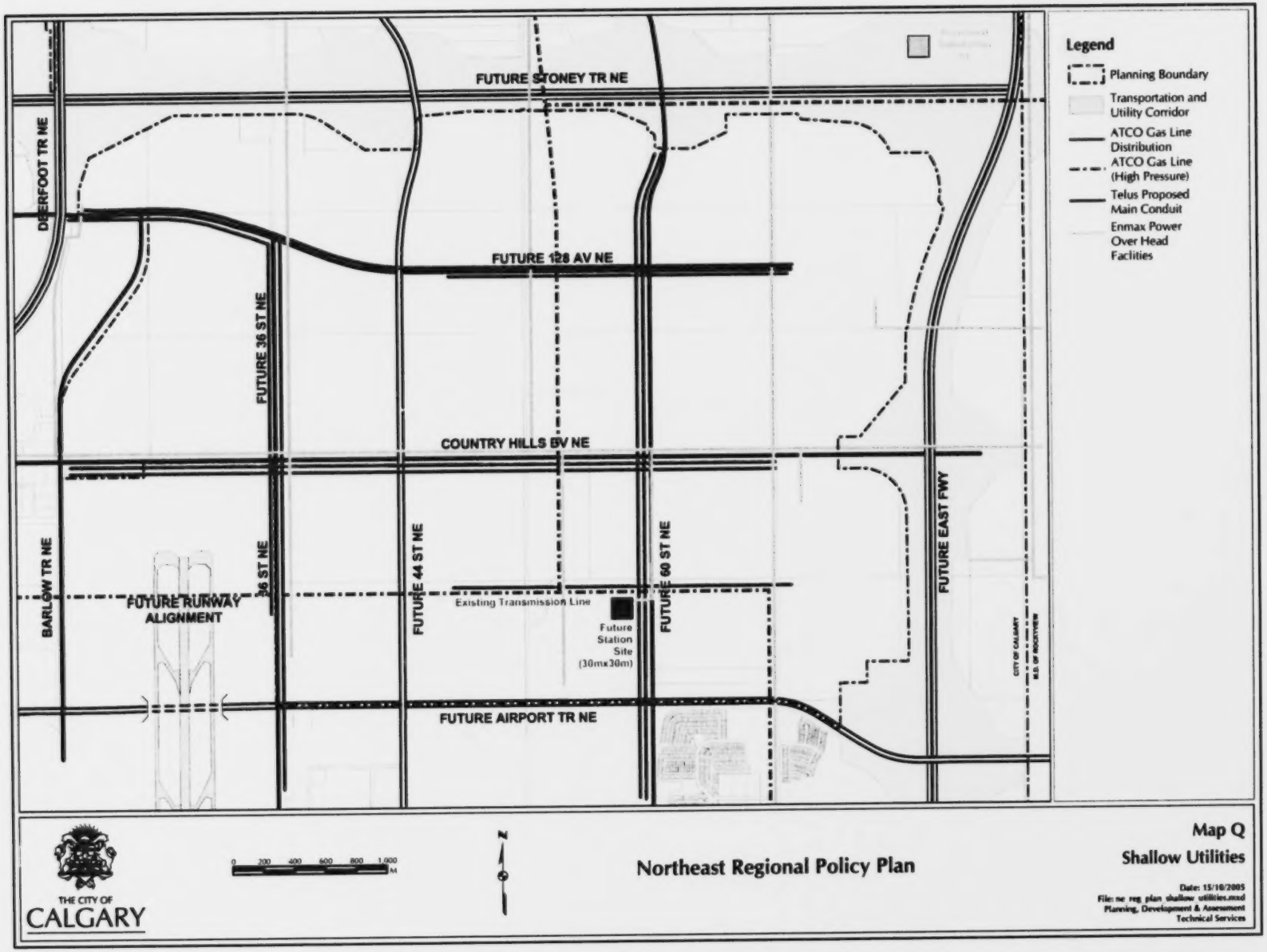
Enmax will be the electrical utility provider to the Plan area and will distribute electricity to all industrial, commercial, and residential customers and design the distribution systems for street lighting, transit access and park lighting. Distribution lines are generally indicated on Map Q. Further planning and design of electrical services will occur through both the ASP and Outline Plan/Land Use Amendment stages.

13.3 Telecommunications

TELUS Communications Inc. will provide services for residential and business customers in the Plan area. These services will be provided as indicated on Map Q. The location of required easements and/or direct buried shallow facilities, and their relationship to roads and lanes, will be determined at either the ASP or Outline Plan/Land Use Amendment stage.

13.4 Alberta Infrastructure

Alberta Infrastructure (AI) is responsible for acquiring land for the Transportation and Utility Corridor (TUC) and provides an administrative and management role in coordinating approvals for all activities within the TUC. The location of the TUC within the Plan area, comprising Stoney Trail NE and the East Freeway, is indicated on Map Q.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FUTURE 128 AV NE
FUTURE 36 ST NE
COUNTRY HILLS BV NE
BARLOW TR NE
36 ST NE
FUTURE 44 ST NE
FUTURE 60 ST NE
FUTURE EAST FWY
FUTURE RUNWAY ALIGNMENT
Existing Transmission Line
Future Station Site (30mx30m)
FUTURE AIRPORT TR NE
CITY OF CALGARY
M.D. OF ROCKYVIEW
Legend
Planning Boundary
Transportation and Utility Corridor
ATCO Gas Line Distribution
ATCO Gas Line (High Pressure)
Telus Proposed Main Conduit
Enmax Power Over Head Facilities
THE CITY OF CALGARY
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Northeast Regional Policy Plan
Map Q
Shallow Utilities
Date: 15/10/2005
File: ne reg plan shallow utilities.mxd
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GLOSSARY

Approving Authority means the Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the case may be.

Calgary Planning Commission means the Calgary Municipal Planning Commission constituted pursuant to the Municipal Planning Commission Bylaw.

Commercial Centre means a cohesive grouping of commercial uses, being primarily retail and personal service establishments on a defined site that is typically developed and managed on a comprehensive basis.

Community means a logical physical and social planning area, which is predominantly residential in character, defined by significant natural or man-made features and containing an adequate population base to support schools, parks and community facilities necessary to serve the residents.

Community Centre Site means a site, comprised of reserve land, which is owned by The City but used and developed by a community association under the terms of a license of occupation, and accommodates a community centre building and related recreational facilities and amenities.

Core Centre means the community core and hub for the NE Regional Policy Plan residential areas which includes a pedestrian oriented main street retail area, not exceeding 300,000 square feet, complimentary commercial where deemed appropriate, a light rail transit station, recreation centre and library, senior high school, mutli-dwelling residential uses which together function as an integrated core to the community, with pedestrian-orientation for all components being the focal design parameter for the Core Centre, along with strong pedestrian connections to the balance of the surrounding residential areas, community facilities and transit stops.

Council means the Council of The City of Calgary.

Creditable Reserve Land means the reserve owing on a parcel of land that is to be dedicated as municipal reserve (MR), school reserve (SR) or municipal and school reserve (MSR) through the subdivision approval process in accordance with the Municipal Government Act.

Environmentally Significant Area means a natural area which, because of its features or characteristics, is significant from an environmental perspective to Calgary, and has the potential to remain viable within an urban environment.

Gross Area means the total area of land contained within the property lines of a site.

Gateway Commercial Centre means a commercial centre that provides a variety of goods and services on a regional scale and contains over 300,000 ft2 of gross leaseable area.

Core Commercial means a commercial centre that provides a variety of goods and services on a community scale and contains between 100,000 ft2 and 400,000 ft2 of gross leaseable area, more or less.